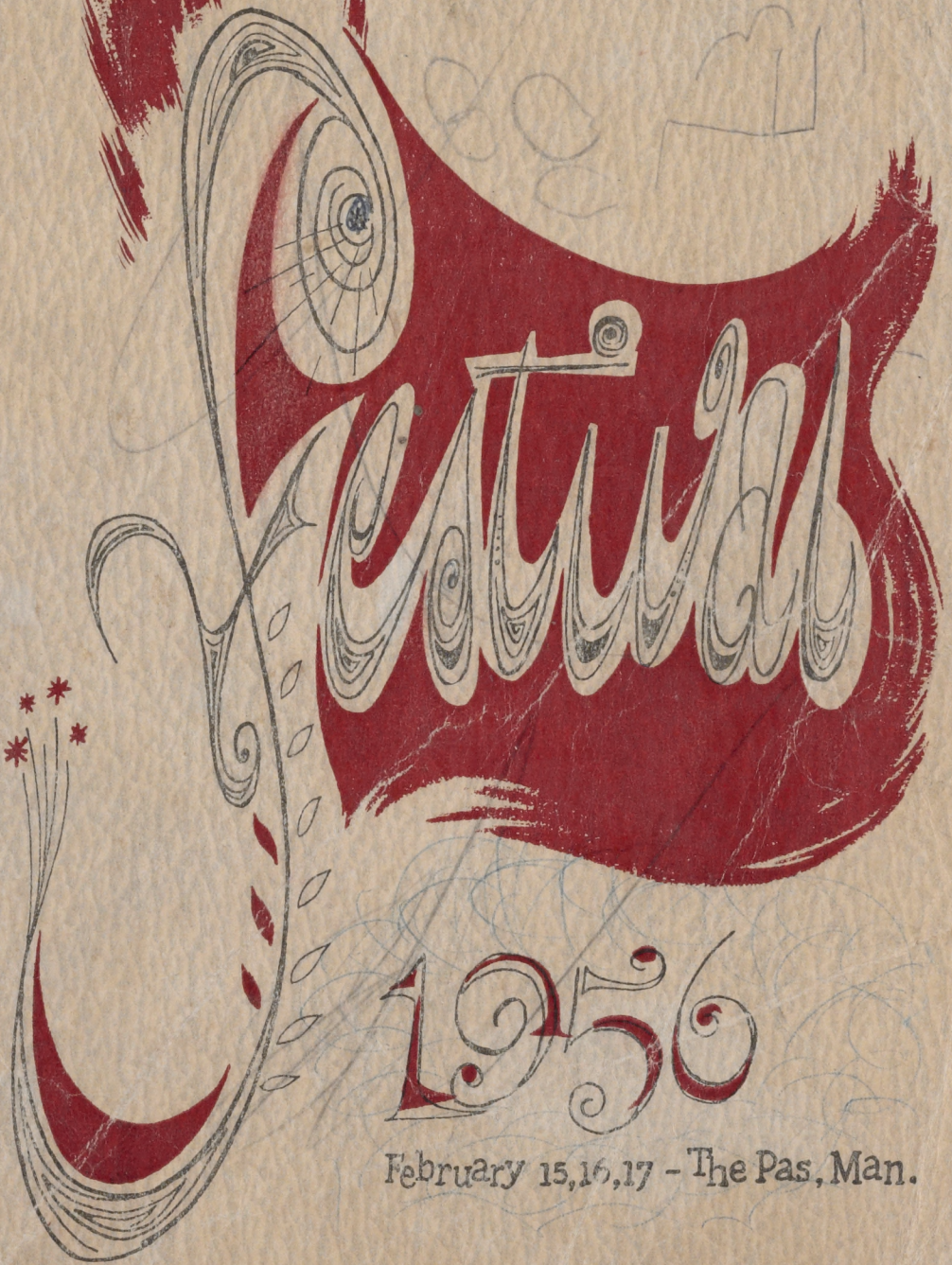


Fowler

# Northern Manitoba Trappers'

Ninth Annual



1956

February 15, 16, 17 - The Pas, Man.



# Best Wishes to Ninth Annual **Trappers' Festival**

●

*MAY THE DAYS BE AS BRIGHT  
AS THE FUTURE OF THE NORTH!*

BUREAU OF TRAVEL AND PUBLICITY

**Department of Industry & Commerce**

LEGISLATIVE BLDG.

WINNIPEG, MANITOBA





It is with a great deal of pleasure that I salute the 1956 Northern Manitoba Trappers' Festival.

We all owe a deep vote of thanks to the Manitoba Trappers' Festival Committee for presenting this famous winter carnival each year. It is fitting that the spotlight of attention should be directed to the North in this colourful and historic way. Manitoba's present position as a Keystone province is built largely on the achievements of our early pioneers who created a whole new way of life, some of which we still retain and which we treasure as a tradition.

It is my earnest wish that the 1956 Northern Manitoba Trappers' Festival may be the most successful and happy Festival on record.

*Chas. E. Greenlay*

Minister,  
Dept. of Mines and Natural Resources.

# Committees - Trappers' Festival - 1956

## TRAPPERS FESTIVAL COMMITTEE

General Chairman .....	W. Cudmore
Secretary .....	Mrs. W. Cudmore
Assistant Secretary .....	Mrs. J. Lister
Treasurer .....	Jack Carroll
Assistant Treasurer .....	Mary Fischer

## QUEEN COMMITTEE

Chairman: Gwen Catterail — Co-Chairman: R. A. Mitchell  
Blanche Cloutier, Mary Chernoff

## QUEEN TEAS COMMITTEE

Mrs. N. S. Devenny, Mrs. G. VanBuren, Mrs. C. Kozik  
Mrs. G. Harwood, Mrs. J. Hockin

## ELKS HALL DANCES

Walter Polowy, Ted Chapman, Roly Garand

## TRAPPERS RENDEZVOUS

E. Garand, J. Bradshaw, A. Fishman

## DOG RACE COMMITTEE

Chairman: Blake McKay — Timekeeper: Leo. St. Godard — Secretary: Pauline Petryk  
Barney Cox, Rosaire Dupas, Neil Pow, Bill Donnan

## ENTERTAINMENT COMMITTEE

Chairman: Erik Wadelius — Lido Show: D. Morrish  
Claire Leslie, W. Polowy, W. Morrish, H. Liddle, Mrs. N. Booth, Dr. Carey, R. Vickery

## ADVERTISING COMMITTEE

Chairman: Sam Chun — Secretary: Berty Carnegie

## PARADE COMMITTEE

Chairman: Wm. Morrison — Sound Equipment: L. Dion  
Connie Morrison, Norval Leslie, Joyce Colgan, Bud Colgan, Peggy Green, A. Green

## BOOKLET COMMITTEE

Co-Chairmen: Murray Gill, John Russ  
Mary Fischer, Don Zaharia, Joyce Buck, J. Gleadle, Allen Parker

## SENIOR SPORTS COMMITTEE

Chairman: Wm. Allen; Claude Joyal, Cliff Anderson

## JUNIOR SPORTS COMMITTEE

Co-Chairmen: Bert Wagner, Bert Toms — Secretary: Donna Catterall  
Mike Wolk, E. Nickolson

## PUBLICITY

Chairman: Wally McLean — Secretary: Florence Tkachuk

## PRIZES

Chairman: Henry Fishman — Secretary: Jennie King

## DISPLAYS

Percy Bird, Tom Rigby, Rev. Stephenson

## TAPE-RECORDING

Geo. Darke





Hardy members of the Festival Committee.—Aurora Studios.

Starting from the left and going clockwise round the table: Wally MacLean, Kay Cudmore, Roy Vickery, Norma Booth, Bob Mitchell, Bill Morrison, Barney Cox, Erik Wadellus, Gwen Catterall, Wilf Cudmore (chairman), Murray Gill, John Russ, Mary Fischer, Pauline Petryk, Sam Chun, Betty Carnegie, Denyse Morrish, Helen Chapelsky, Florence Tkachuk.



The citizens of The Pas take pride in the very efficient manner in which the Trappers' Festival has been organized during the past eight years.

On this, the occasion of our Ninth Festival, I would again wish success to the members of the Executive, to the various Committees and to all who participate in our Annual Winter Carnival.

The increasing number of friends who visit us each year is an indication of the popularity of this event, and to these visitors I extend on behalf of the citizens, a hearty welcome and would wish to them an enjoyable holiday.

I. B. DEMBINSKY,  
Mayor.

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# Fur Queen---1955~

## A MESSAGE TO THE FESTIVAL

The Trappers' Festival is now recognized as the most widely known winter attraction of the north and to reign as Queen for this annual event is the greatest honor that can be given to any girl, and I would like again to say "THANK YOU" to everyone who helped me, and who have given me memories that I will always cherish.

The magnitude of The Trappers' Festival is the result of the far-sightedness and hard work of countless people. To them I extend my congratulations and express the hope that the Festivals of the future will continue to expand as they have in the past.

Helen A. Chapelsky,  
"FUR QUEEN",  
1955 Trappers' Festival.



## King Trapper~

The honor of being named the first King Trapper of Northern Manitoba's Trappers' Festival fell to 26-year-old Roger Carrière. Although last year's festival was the eighth in the series, 1955 was the first year that a King Trapper contest was held and handsome athletic Roger carried all before him by winning five qualifying events outright and coming second in one other contest.

Roger was born in Cumberland House and spent five years trapping before coming to The Pas where he has settled with his wife and four children. He works for the C.N.R. on the Whitehorn section which enables him to get home on the weekends. A better life than the trapline? Roger is not sure but one thing is certain, he will be in there pitching to keep his crown at the Winter Festival Sports and Contests.



# The Race

Through the north, the dog team is the only reliable means of getting around in the winter. In spite of DEW airlifts, trappers getting mechanized, in spite of the rail lines needed to haul base metal ores, the dog team is still invincible. It's like Nansen said when Scott of the Antarctic asked him how to reach the South Pole: "What you need," he repeated, "is dogs, dogs, and more dogs".

What we need is recognition that this is the headquarters of the WORLD'S CHAMPIONSHIP DOG RACE. Northern Manitoba is in the centre of Canada from east to west, and it's on the rim of the north, where mushing long distances is still a necessary way of life.

Longer than even the old timers can remember Northern Manitoba has been a centre of trapping and dog mushing and in 1916 the first Dog Derby was held in the town of The Pas. Last year returning from the start of the feature race of the eighth Northern Manitoba Trappers' Festival, when 19 dog teams pulled out on the first lap of the 150-mile grind in 25 below zero weather the first news item we noted in our mail concerned the international dog sled derby in Ottawa, Feb. 9 and 10.

The report mentions: "The derby . . . designated world's championship in sled dog racing, was given world champion status at a meeting of the International Association of Dog Sled Clubs at Boston last August."

The Pas Dog Derby, first held in 1916, continued intermittently until 1931 when the depression put a stop to the sport. Revived in 1949 the race gains in popularity each year. Winners to date are as follows:

- 1916—Albert Campbell
- 1919—Baptiste Campbell
- 1920—Walter Goyne
- 1921—C. B. Morgan (owner), W. Winterton (driver)
- 1922—C. B. Morgan (owner), W. Grayson (driver)
- 1923—C. B. Morgan (owner), W. Grayson (driver)
- 1924—W. Russick

As Canadian taxpayers we are particularly conscious of the fact that Ottawa has the Houses of Parliament, the Peace Tower, the largest per capita population of attractive, unmarried girls in the country and Mayor Charlotte Whitton.

But this business of claiming, *holus bolus* to be the headquarters for world championship dog mushing seems a bit thick. At least other centres in the country, also interested in dog mushing, might have been consulted.

For example the objection might have been raised that dog mushing is part of the north. To claim world championship status for a race we envisage as scooting up and down the Rideau Canal in balsa shoeboxes, behind specially bred, vitamin plugged greyhounds, takes the whole reason out of races which are designed to prove superiority of various work dogs and provide a rallying ground for those who live by dogs.

To us this claim for world championship status in Ottawa makes as much sense as holding the Calgary Stampede in Toronto.

Therefore, let's repeat, as Explorer Nansen did, that at the Northern Manitoba Trappers' Festival, to be held in mid-February, 1956, that the working dog will be king, and that will be evident at the WORLD'S CHAMPIONSHIP DOG RACE.

- 1925—J. B. Bacon (owner), E. St. Godard (driver)
- 1926—E. St. Godard (lap race)
- 1927—E. St. Godard (lap race)
- 1928—E. St. Godard (lap race)
- 1928—E. St. Godard
- 1930—E. Brydges
- 1931—E. Brydges
- 1949—Ed. Lambert
- 1950—L. Ouellette
- 1951—Joe Highway
- 1952—Steve Pranteau
- 1953—Steve Pranteau
- 1954—Steve Pranteau
- 1955—Steve Pranteau

(In all cases, except those mentioned, the winner listed was owner and driver.)



# The Booklet

As the years go by many people ask themselves "Is the Festival growing? Is it dying out? Can it grow? Is it stale? Is it a benefit to the Town? Where is it going?" . . . and so on. A good thing that they do ask these questions for it is only by the interest of the community that life is given to the Festival.

As editors of the 1956 Booklet we have been asking ourselves similar questions. "What is the Booklet for? To whom should it cater? What should be put in it? . . . It is of course one thing to ask such questions and perhaps also to answer them but quite another to put into practice the results of such research!

The Booklet suffers perhaps from being neither flesh nor fowl nor even good red Winnipeg Goldeye. It is neither a magazine, a programme or an advertisement. It must cater to the trapper, the tourist, the local populace of all ages, candidates, contestants and advertisers alike.

A "Booklet" then is a fitting description and however this edition may strike you our aim has been to produce something that is firstly a souvenir of the Festival. Further we have tried to make it something belonging to Northern Manitoba with all our material drawn from, and supplied by people from this part of Canada.

We hope that it may reach people of other provinces and countries and that it will serve to show them a little of this country that is so rich in scenic beauty, so rich in the characters who live here, and so rich in the history of brave endeavour that continues to this day.

**WELCOME . . . TRAPPERS AND VISITORS**

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**THE PAS, MAN.**

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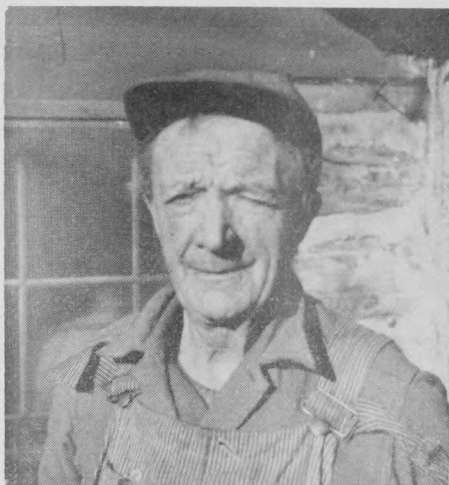
"North of 53 Where Hospitality Greet's You"  
DOUG and GERTRUDE PHALEN

GOOD SHOW! . . .

**Northern Manitoba Trappers' Festival**

Management and Staff

**LIDO THEATRE**



Tom Wykstandt



Mrs. Wykstandt

## *"No Dog Mushing Now..."*

... says Old-Timer Tom Wykstandt

By M. A. GILL

Tom is an old timer, a real old timer for this part of Canada, where the cold saps the strength and survival of the fittest is the unwritten code.

Born in Ruysselede, Belgium, in 1885, he was content to spend his boyhood days on the flat farmlands of his native country. By the time he became of age, however, the romance and adventure of a new land beckoned, and in 1908 he sailed for Canada, to join relatives in St. Boniface, Manitoba, where they ran a dairy farm. For the next eight years Tom worked at dairy farming and then railroading, which seemed to suit his craving for travel and adventure best. He worked his way across the prairies as far as Prince Rupert in British Columbia and then joined the Hudson Bay railroad for greener fields and a change of scenery. Somewhere along the line, Pine Bluff, Saskatchewan, to be more explicit, Tom met Mathew Buck, a trapper, and what is more important, his pretty half-breed daughter. His wanderlust dimming, Tom decided that he no longer wished to live alone, and on the 22nd of June, 1916, Miss Buck and he were wed.

During his association with Mathew Buck, Tom had become interested in the art of trapping, and perhaps sensing an heir to his trapline, Mathew had taught Tom all that he knew. Tom was appreciative, and remained at Pine Bluff for several months, where he helped on the trapline. It wasn't long, however, before Tom decided to strike out on his own and he and his bride moved to Reed Lake. There they stayed until 1925, trapping and enjoying their new found life. Tom likes to reminisce about those years; "those were the days" he claims, "things were different then". A silver fox fur would bring \$850.00—10 times the price it brings today. \$20.00 was the price tag on a red fox pelt, and anywhere between \$50.00 and \$100.00 could be realized on a cross. Prices were high, but game was scarce as there were no restrictions at that time, and the lust for money was foremost in the trappers' minds. Conservation was unheard of. Tom made a bit of money, bought and sold furs until 1930 and the Depression. Along with thousands of others—Tom lost nearly all of his hard earned money, a blow from





Tom poses outside his cabin on Little Athapap Lake.

which he never really recovered. In the depression years, expenses were high, there were no railroads and travel in the north was by dog sled. In 1935 the Wykstandts, in the face of increased trapping pressure, moved far into northern Manitoba, into the Burntwood area south of Churchill. The area proved much to their liking, and they remained there for 20 years. Being that far north had its hardships as well as its blessings. Tom can well remember the time his boy became ill, and was desperately in need of milk. Tom mushed his dog team 150 miles south and 150 miles back again—300 miles—for three cans of milk. “You can bet,” he chuckles, “there was no Snowmobile breaking trail for me either. Talk about dog mushing, there’s no dog mushing now!” His boy is now a cook at Lynn Lake, and a good one too.

He has had some narrow escapes too. One evening when Tom was down at the lake for water he was seized from behind by a large bear. Fortunately Tom was standing in a willow thicket and the bear’s arms encompassed not only Tom, but a willow clump as well. The bear was unable to apply pressure, and Tom, after striking the animal in the face with the lantern he was carrying, managed to escape to the safety of his cabin. He subsequently took care of that marauder with a well placed bullet.

In 1945, the trapline which he now

owns became available upon the death of Ed Patton. It is roughly 24 miles long and extends from Vamp Lake to Pineroot River. Tom bought it, and moved his family to Wanless, where they now live. He regards his trapline as a farmer would his fields, knowing instinctively the harvest it can yield. When he took over Ed Patton’s trapline he could take only five beaver a year. Today, by letting them multiply, and by protecting them, he is assured of at least 60 beaver every season. He maintains that there is more game everywhere today, and praises the government for their work on Conservation.

This year will mark Tom’s 40th consecutive season on the trapline, indeed a record to be proud of. It will also mark his 70th birthday. When asked how long he expects to continue trapping, he replied “Until I have to get around on crutches”—an answer which could be expected from such a pioneer of the north.

A salute to you — Tom Wykstandt.



Fall fishing provides winter dog feed.

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THE TRAPPERS' FESTIVAL



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# The Mid-Canada Line . . .

When The Pas was established as a fur trading post, two centuries ago, the only cold war was the pioneers' battle against the chilling blasts of the north-land. Now, in an era of atomic energy, "thinking" machines and supersonic aircraft, a new kind of cold war has developed, and The Pas and Northern Manitoba have assumed a special importance in Canada's defense.

Through this hub of railway, motor and air transportation move materials and equipment for the Mid-Canada Line, a transcontinental chain of radar stations passing through Canada, roughly along the 55th parallel. And through this Gateway to the North pass the men who are constructing the Line—builders, engineers and technicians who talk in strange terms like "microwave" and "tropospheric scatter".

The defensive belt, sometimes called the McGill Fence, is being built by the Canadian Government, with The Bell Telephone Company of Canada, acting on behalf of the Trans-Canada Telephone System as management contractor. The System maintains a project headquarters at The Pas. Defense authorities called on the telephone industry to manage the building of the Line because of the industry's know-how and experience in long distance communications. Rapid communications are essential to the successful operation of the warning system, and some of the techniques used in the Mid-Canada Line are similar to those used in the Commercial Trans-Canada microwave system.

Canada's McGill Fence is one of three belts designed to protect North America cities from aerial attack. The most northerly is the Distant Early Warning, or DEW Line, being built in the Arctic by the United States in co-operation with

Canada. South of the Mid-Canada Line is the Pinetree Line. Extensions to these "electronic shields" along the flanks of the continent guard against possible attacks from Atlantic or Pacific. Within minutes of an unidentified plane's detection by the defense system, jet interceptors can be streaking through the sky to investigate, and, if necessary, shoot down an intruder.

The equipment and skills of Western Canada contractors are being utilized in the Manitoba section of the Line. Construction is a challenge to the builders, who must cope with a stern climate, and erect towers and buildings on many difficult types of terrain—clay, muskeg, rock and perma-frost. Special building foundations and footings for towers had to be designed to meet varying ground conditions. Keeping towers de-iced, and keeping out of the way of polar bears are other problems encountered in some sections of the Mid-Canada Line.

Transportation poses many problems too. Some situations are accessible by rail or road. Others can be reached by sea, but a number are accessible only by air. All stations are being provided with landing facilities for helicopters.

Northern Manitoba tractor train operators, who by long experience have learned to transport supplies to seemingly inaccessible locations, are moving a mountain of material to many of the station sites this winter. Their diesel "cats" and trailing "Wannigans" haul construction materials, whole buildings, steel, power plants, electronic apparatus, fuel oil and gasoline over the frozen muskeg. These mechanical counterparts of the dog sled are playing an important part in helping Canada to keep up its guard in the new type of cold war.



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To . . .

**Northern Manitoba Trappers' Festival**



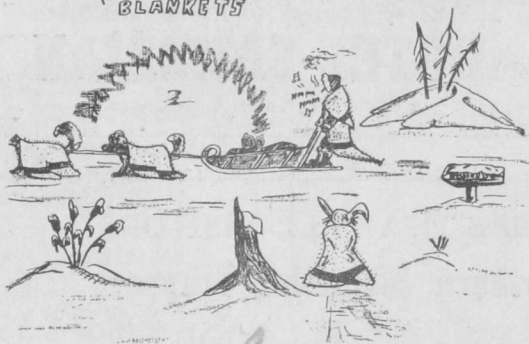
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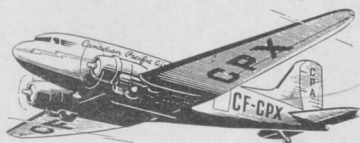
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Barrenland Caribou crossing Little River at the N.W. extremity of Nueltin Lake. Photo Francis Harper of Pennsylvania.

# Caribou Migration

By WIN MILAN

If we look at a map of our Nelson and York Factory district we see marked on it an island called Deer Island. It is in the Nelson River at the mouth of the Roblin River. Peter Massan of Gillam belongs to one of the old time families of that district. Born at Whitefish Lake in what at that time was the North West Territories, in the year 1900, and raised at York Factory, Peter remembers asking his father one time when they were passing this island why the island was called "Deer Island", and thereon hinges a tale.

Peter claims that in the olden days the Caribou were always known to his people as "Deer". Even to this day to the true Indian they are still Deer. Caribou is the white man's name for them. Peter's father (Mr. Thomas Massan) told him that when he (Thomas) was 10 years old, "and by reckoning back this date was set at the year 1867", there was a mass migration of many, many thousands of Caribou which crossed the Nelson River at this island. At that time very few of the Indians had guns. A few of them were the proud owners of an old flint-lock musket, but so numerous were the Caribou, that they slaughtered them with clubs, knives and spears until they were piled up by the hundreds on what has been known ever since as Deer Island. Many of the hides were taken to be used for clothing, and at that time the Hudson Bay Co. used to pay the Indians to make pemican for sale in their stores, so much of the meat was taken for this purpose and for their own needs. The tongues were considered a great delicacy, so these were taken and used, but the slaughter had been so great that many of the carcasses spoiled.

In the year 1908 Peter remembers a mass migration coming from the east in

the fall, presumably from around the Wenusk and Severn Coast district and returning over the same route in April of the following year. By the fall of 1914 they were in the York Factory district, coming from the northwest, and seemed to be working their way further north each year. They finally disappeared from that district and it is presumed that that is when they crossed the Churchill River and centred more in the far northern regions, from where the present migration starts each year, although not always following the same route to their wintering grounds.

As late as the 1940's the mass migrations have been seen along the Hudson Bay Railway. In the year 1940 they came from north of the Churchill River in a herd of many thousands. They followed the Right of Way for many miles, and so great were their numbers that some of the old time railroaders tell of their trains being held up for hours, not able to proceed until the band had crossed in front of them. They came in a mass to the Kettle Rapids Bridge, and when they reached the water the leaders were pushed into the swirling rapids by the numbers of those who came behind, so the whole herd swam the river at one of its widest and most dangerous points. This was witnessed by men who were guarding the bridge at that time during World War II. It is a well known fact that the Caribou is a powerful swimmer and at time of migration crosses many streams. This large migration came from almost the same direction, following the same route, for three or four years in succession, and those years the herd came right by the town of Gillam at Mile 326 on the Hunday Bay Railway.

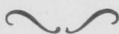
In the last few years there has been no mass migration this side of the Churchill River. If they start out in large

numbers, by the time they have reached the vicinity of the Right of Way, they have split up into smaller herds. Sometimes a herd of a few hundreds will be seen, but usually they are in herds of 50 or 60, and quite often you will see small herds of 10 or 12. Generally there are other herds nearby, and they will bunch up on some small lake, or opening, when they bed down for the night, perhaps for protection of numbers from the wolves who very often dog their tracks. They do not cross the river at the rapids now, but follow the shoreline until they find a quieter crossing, which bears out the statement that they were forced into the water by press of numbers when migrating en masse.

I do not think that the dwindling herds mean that the Caribou are getting scarce. In my opinion they are just following a

pattern. As long ago they disappeared from the Whitefish Lake and York Factory areas, and have in bygone years disappeared from this area to return again, they will likely disappear once more, for a number of years, and possibly return to us some time in the future.

At one time, not long ago, a whole settlement of natives were flown from one point in the north to another, because the Caribou had failed to take their usual route and the people were starving. Deep in the Arctic Circle, in the windswept lands of little sticks, the Caribou migration may well be called the life line of the north. Many a little camp and settlement watches anxiously for their passing, and if they failed to come, would know hunger, cold and privation, for upon the passing of the Caribou depends their food and clothing.



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---

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The Pas, Man.

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IT'S A MATTER OF TASTE . . .

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Man.

**CONGRATULATIONS!**

**Northern Manitoba Trappers' Festival**

Management and Staff

**LENNEVILLE'S HARDWARE**

The Pas, Man.

Phone 146



The end of the trail. Buss and Pienowsky reach home with their motor sleigh well loaded with arctic wolf. Note the outrigger skis which give stability to the tractor.

## A Letter from Mile 442 . . .

Mile 442 H.B. Rly.,  
Via The Pas, Man.,  
Nov. 28, 1955.

Mr. R. Russ,  
The Pas, Man.,  
The Editor,  
Dear Sir:

In answer to your letter of November 25th re article on our experiences with our motor sleigh. First of all, we know that no motor vehicle will ever take the place of a good dog team in this north country.

We can honestly say though that our snowmobile has behaved and performed better by far than we expected it would — it has its drawbacks, but so have dogs.

This year, owing to the deep snows and mild weather we have had slightly more difficulty getting around than the two previous years.

I might add here that, with our three years' experiences we perhaps could give some valuable information to makers of small snow vehicles. We believe that, with some alterations (and proper care, of course) they could be made to be quite successful.

You asked for some pictures — we take it for granted it's pictures of our snowmobile only you want. We are enclosing two snapshots that we hope will help you. We would appreciate it very much if you returned them to us when you get through with them because we have no negatives of them.

Trusting that this will be of help to you, we remain,

Yours truly,  
Pienowsky and Buss,  
Per Harry Pienowsky.



The muskeg tractor bucks it's way through virgin forest.

## The "Catfooted" Work Horse

By K. G. KNIGHT

During the summer of 1955, a new mode of transportation was introduced to the north country. The "Muskeg Tractor", as it has been named, is manufactured by Bombardier, a firm which needs no introduction to this part of Canada. After solving some of the problems of light winter transportation with the Bombardier Snowmobile, a new and possibly more difficult problem was tackled—summer freighting over the treacherous muskeg. Preliminary tests on the new creation were carried out at Wabowden, Manitoba, by the Bell Telephone Company of Canada. These trial runs, under actual summer freighting conditions, led to the purchase of several muskeg tractors to assist in the construction of the Mid-Canada Line of Defense. Since last summer these tractors have been in continual operation hauling construction materials to otherwise inaccessible sites in the bush.

The muskeg tractor is powered by a 115 h.p. Chrysler gasoline engine which provides a maximum speed of 25 m.p.h.

The track system is similar to that used on the snowmobile, only an extra set of wheels and another belt on each side of the machine offers two advantages. First, much greater traction for extremely wet going and secondly a reduction of the tractor's 4,600-pound weight to a  $\frac{3}{4}$ -pound per square inch ground pressure.

Operation of the tractor is quite similar to that of a "Cat" type machine. There are two levers in front of the operator for driving, turning and braking. The only other items in the one-man cab are the two control pedals; the clutch pedal which controls the four-speed transmission and the accelerator pedal.

Freighting is not the only use for which the muskeg tractor is primarily designed. However, for hauling heavy loads a specially designed trailer unit with the same type of track system has been developed. This addition carries roughly  $1\frac{1}{2}$  tons while the tractor itself can carry  $1\frac{1}{2}$  tons on its side platforms.

The performance of the new Bombardier would amaze even the most pessi-



mistic Northerner. In muskeg or swampy ground the tractor alone scoots over patches through which walking is practically impossible. With a full load on the tractor and trailer, the very deep, soft patches must be lightly corduroyed. In the bush, four- and five-inch spruce and jackpine offer no obstacle. In the snow it can be used to pack the loose drifts and permit frost penetration. Because of the type of steering the tractor handles quite easily even on glare ice.

Even though the muskeg tractor cannot compete with the traditional "winter tractor swing" for moving great quantities of bulky freight, there are many other factors in its favour. Any freighting contractor, mining company or even tourist camp operators who want to service parties in the bush the year round, without the expense of building and maintaining a summer road, will find the muskeg tractor an invaluable asset. There is no doubt that in years to come, the number of these tractors used in the north will multiply. As its winter-weather counterpart, the Snowmobile has done in the past, the muskeg tractor will

further enhance the pioneering spirit of Bombardier.

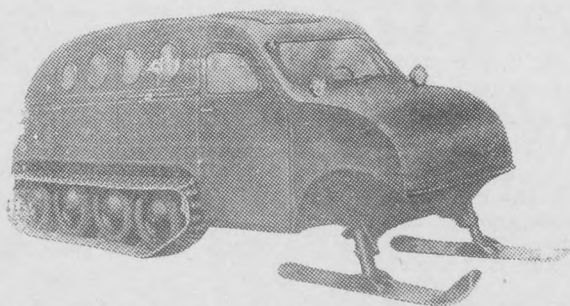
Ed.: It can't swim!

## What You Can Do When You Come Here

In all seasons The Pas has its own attractions for the visitor. In mid-February, of course, there's the Northern Manitoba Trappers' Festival. Winter also offers big game hunting—moose, deer and caribou. Information regarding accommodation in the area may be obtained from the Chamber of Commerce travel bureau. It's well to arrange early for a guide and transportation.

In summer there's fishing—the best fishing most southern visitors have ever seen in their lives. Right on the edge of town the Pasquia and Saskatchewan Rivers hold walleyes and northern pike. Clearwater or Atikameg Lake is famed for its lake trout. East, west and north of town are other lakes big and small, whose cold, crystal-clear depths abound in lake trout, northern pike and walleyes.

## Bombardier Snowmobiles aid Northern Industry



For . . .

- FORESTRY
- FISHING
- LUMBERING
- MINING
- TRAPPING
- Other "North Country" operations

Bombardier Snowmobiles can be used on marshy land, muddy soil and soft ground as well. Just change the skis for front wheels for between season and summer operations.

IDEAL FOR SPORTSMEN, AMBULANCES, SCHOOL BUSES, etc.

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THE PIONEER DRUGGISTS

Established 1910

**THE GATEWAY DRUGS, LTD.**

"THE REXALL STORE"

THE PAS, MANITOBA

PHONE 14

Best of Luck to the

**Northern Manitoba Trappers' Festival**

**C. C. Falconer & Son Ltd.**

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210 PRINCESS ST.

WINNIPEG

REGINA

SASKATOON

**DON'T RUB WITH SNOW!** The belief in the efficacy of rubbing snow on a frostbite, probably derived from ancient doctrines of sympathetic magic, has been so long and so widely held that it is a part of almost everyone's knowledge.

Such treatment of frostbite, however, is contrary to the laws of physics that relate to heat and cold. No less is snow application contrary to common sense. For, if we stop to think, we must realize that if a cold body is brought into contact with a warm body, the warm one is cooled down; and that if one cold body is brought in contact with another still colder, there is a similar lowering of temperature of the body that is less cold.

Because of the danger involved, we repeat: Never rub snow on a frostbite.

— Vilhjalmur Stefansson in "Arctic Manual".

Nonsense! I've had my face frostbitten many times; I've always rubbed snow on it and I've never come to any harm — Committee Member.

*"Grod"*

**THIS YEAR'S CARTOONIST**

★ The cartoons in this year's booklet are by Mr. Lawrence Ogrodnick. "Grod", as he is affectionately known to his friends, and as he signs his cartoons, is now working in Churchill for Arctic Wings. He is a native of The Pas and received his education here, graduating from The Pas Collegiate in 1953. Grod possesses a strong distinctive style of style of drawing and a great sense of humor, the two most essential qualities for a cartoonist. Keep drawing, Grod, and we will undoubtedly hear more of you — Thank you and good luck!

———— ★ ————

**DID YOU KNOW?** The Alaska hitch was introduced into The Pas Dog Derby by Walter Goynes in 1921. He won out by such a big margin that he arrived unheralded and wasn't met by either fans or judges.



THE ONLY PLACE WHERE PARKING NEAR A  
HYDRANT IS NOT PROHIBITED ----- DO YOU BLAME THEM??

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and Fischer Avenue

PHONE 585

# Fur Queen Candidates . . .

## From Lynn Lake -:- Three



★

**MISS LORRAINE GREIPL**

Nineteen years old, was born in Carmel, Sask. Blonde hair, blue eyes, weighs 115 pounds, is 5' 4". Came to Lynn Lake two months ago to work in Hudson's Bay Store. Enjoys skating, curling, fast ball. Hobbies: knitting. Lorraine is Lion's Club candidate for Lynn Lake Carnival Queen. John Orr of Lynn Lake is her manager.

★



★

**MISS HELEN PROCYSHYN**

Helen is the candidate for the Lynn Lake Community Club. She is 22 years old and a stenographer for Sherritt Gordon Mines Ltd. Hobbies are curling, skating and dancing. Helen is 5' 5" tall, weighs 125 lbs., has brown hair, brown eyes and has lived North of 55 for 18 years.

**MISS MARVEL BOE**

Marvel Boe is the candidate of the Canadian Legion B.E.S.L., Branch 236, Lynn Lake. Marvel was born in Dahlton, Sask., and is 20 years old. An employee of Canada Catering, Marvel is 5' 7" tall, and weighs 130 lbs. Hobbies, all outdoor sports, such as swimming and fastball in summer and curling and skating in winter. Marvel is the athletic type blue eyed blonde.

★





# Fur Queen Candidates . . .

## From The Pas -:- Two



**MISS JUDITH GRANT**

Or Judy as she is known to her friends was born in St. Anthony's Hospital, The Pas, on June 12th, 1937. She is 5'2" tall and weighs 112 pounds. She took her schooling in The Pas and upon leaving High School went to Winnipeg Commercial College. Upon completion of the course, she returned to The Pas, where she is at present employed as a stenographer with the Bell Telephone Company of Canada. Dark haired and vivacious, her interests include bowling, curling, swimming and dancing. Her hobbies are sewing, and cooking. Judy is sponsored by The Pas Curling Club, and her manager is Mrs. Norma Booth.



**MISS ANNETTE CHARTIER**

She was born in The Pas November 25th, 1936 (19 years of age). Attended The Pas Collegiate, finished her schooling at Success Business College, Winnipeg. Employed as a stenographer with the Department of Public Health and Welfare. She is 5'3½" tall, weighs 105 pounds. Chief sports: swimming and bowling. Annette is sponsored by B. P. O. Elks. Jack Hawkins is her manager.

## and from Gillam - One

**MISS GILLAM**

Miss Sarah Neepin is 18 years old, 5'2" tall, weighs 110 pounds, has dark hair and sparkling brown eyes.

She was born in Gillam and spent all her life there except for her years of schooling in Prince Albert, Sask. She is employed as waitress in C.N. Restaurant at Gillam.

Her father was a pioneer trapper — she is a true daughter of the North.

Sarah is very fond of skating, bowling and dancing.

Sarah is sponsored by the Gillam Community Club.





Fish catches car!

## Flin Flon . . .

Ninety-nine miles north of The Pas at the end of No. 10 Highway is Flin Flon, a frontier mining town which boasts almost every modern convenience. Surrounded by bush and muskeg, and with its downtown section perched on giant outcroppings of rock, it's the site of one of the world's greatest base metal mines. It's also close at hand to some of the best fishing on the continent.

One of the biggest events of the year is the annual Flin Flon Trout Festival, held usually the first week in July. Then the whole town develops "fishing fever", with natives and visitors alike trying

for a new car, the prize for the largest trout caught in the area.

Another major event of the festival is the Gold Rush Canoe Derby, when contestants cover some 125 miles by paddle and portage. There is also the beauty contest, in which pretty contestants from Flin Flon and other northern centres vie for the title of "Queen Mermaid".

Altogether, the Festival provides four days of fishing and stage entertainment, sports events and parades and dances, which the visitor from "outside" will long remember.



### COMMERCIAL FISHING AND MARINE SUPPLIERS TO THE NORTH

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# Fur Queen Candidates . . .

## From Flin Flon -:- Three

### MISS MINE

Melva Benson: Age 19 years, red hair, green eyes, 125 pounds, 5' 7" tall. Born in Brandon, Manitoba; came to Flin Flon in 1940. Works as a stenographer with the Publications Department of H. B. M. & S. Co., Ltd. Activities: photography, curling, skating and tennis.



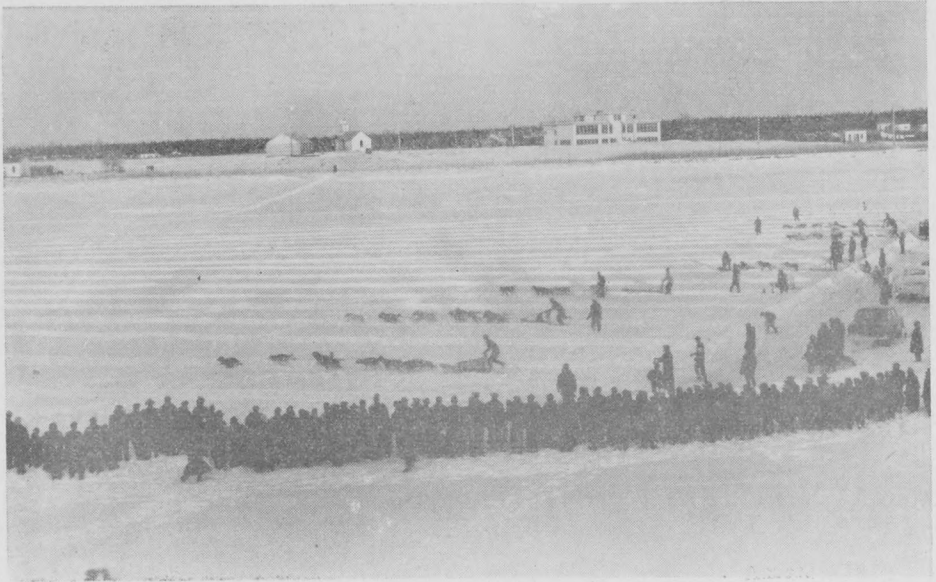
### MISS ZINC PLANT

Ann Kathy Bergen: Age 18, brown hair, brown eyes, 125 lbs., 5' 5 1/4". Birth place Nipawin, Sask. Came to Flin Flon in 1953. Works at "Coffee Bar" in Woolworth's. Activities: dancing, singing, reading, fancy work, skating, curling, swimming, bowling and skiing.

### MISS SMELTER

Gretta Whitmore: Age 18 years, light brown hair, blue eyes, 115 pounds, 5' 2" tall. Born in Neepawa, Manitoba; came to Flin Flon in 1952. Works in Clinic Dispensary at the Association Clinic. Activities: basketball, curling, skating, swimming.





The spectacular start of the Canadian Open Championship Dog Race.  
—Aurora Studios.

## The Festival - - - Opening Day

SEE YOUR DAILY PROGRAMME FOR TIMES OF STARTING AND THE MAP  
ON PAGE 40 FOR THEIR LOCATION.

Opening ceremonies at the Spruce Palace will be followed by the first lap of **THE CANADIAN OPEN CHAMPIONSHIP DOG RACE**.

All teams will gather on the river for the mass start. The race will be run in three 50-mile laps and the route will follow the Carrot River Road to Mile 23, where the course leaves the road on a 4-mile loop before returning the same way to The Pas. Spectators will thus be able to follow the race most of the way in cars.

Prizes: \$1,000 and Trophy; Second \$700; Third \$400. Sponsored by the Festival.

### LADIES DOG RACE

The start of the Ladies Race is shortly after the start of the Open. The course covers eight miles and will take approximately one hour to run.

Sponsored by Union Supply Company. Prizes: Trophy and total of \$50.

— ★ —

### STREET DANCING

Each day of the Festival there will be dancing in the streets — always providing the thermometer stays above 50° below. The committee are working on this problem.

### DRESS "NORTHERN"

Here is the easiest way to brighten the Festival and at the same time win a cash prize. Judges have been appointed to spot the best Northern Dress seen at the Festival, so turn out those beaded parkas, mukluks, moccasins, pants, gloves and earmuffs and let's see you.

Prizes for both Juniors and Seniors total \$20.

Sponsored by the Lido Theatre.

## THE PARADE

This year's parade will be lead by a 40-man R.C.A.F. band from Portage la Prairie. Fourteen colourful floats are entered for the competition from the following: Carroll's Hardware, Northern Hardware, Imperial Motors, Kerr's Furs, Lee Carroll's, Game Branch, The Pas Reserve, The Pas Collegiate, The Pas Chamber of Commerce, Orchard's Lunch Bar, Transport Limited, Clearwater Sanatorium, Carrot River Association.

The route to be followed will be the same as last year. Starting at the Rail-day Station, the parade will pass along Cook Avenue to First Street where it will turn down to go along Fischer Avenue as far as Fourth Street. Here it will turn up to Edwards Avenue and proceed to the Arena where it will disband.

Sponsored by Grant's Meat Market and Eastern Clothing.

large order in itself, as the ice can be as much as four feet thick. The fun starts when a fish is caught and the

Sponsored by Lee Carroll's. Prizes, \$20, hole is too small to pull it through! \$13 and \$7.

N.B. — Three points can be won for King Trapper's Contest.

★

## MATINEE PERFORMANCE AT LIDO THEATRE

"Festival Follies" opens with a matinee performance at the Lido. This is the first time a matinee has been held during a Festival and it is hoped that many children will see this performance.

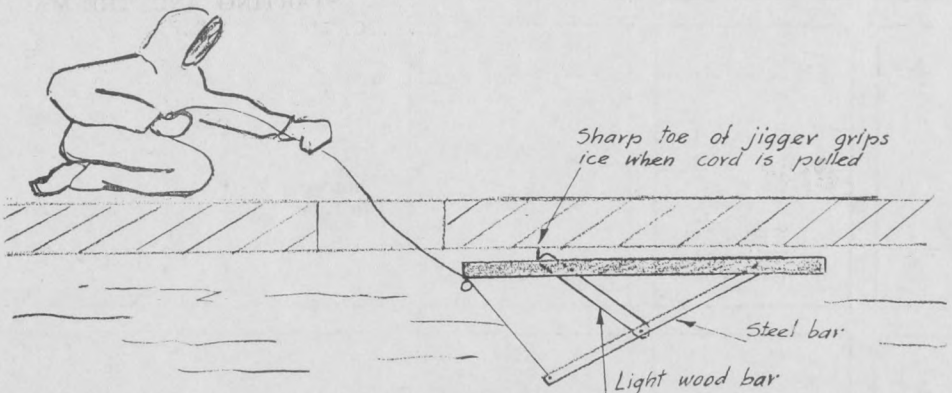
★

## BROOMBALL GAME

The Elks, Legion, The Pas Little League, Indian Braves, and The Pas Lumber Company in a quadangular contest, sponsored by Leslie and MacLean Motors Ltd. Prizes total \$30.

## ICE FISHING

This event is one of the most popular of the Festival. Contestants must first chop a hole in the ice which is a



**NET SETTING:** To anyone but a Northerner, it would seem a nearly impossible feat to string a net under three or four feet of ice. The drawing shows a jigger which is used to place a single line under the ice after which the net can be hauled through. The jigger consists of a piece of wood about 2" thick, 12" wide and 10' long with a steel and wooden arm, hinged as shown. On top of the wooden arm is a sharp steel point, which digs into the ice when the cord is pulled, pushing the jigger away from the operator. A two-man crew is used, one operates the jigger while the other listens for it bumping on the ice. When the jigger has travelled the desired distance, another hole is cut in the ice and the jigger is hauled out. Many other types of jigger are used besides the one shown here. Sponsored by Park-Hannesson Ltd.

Prizes \$15 and \$10. Three points for King Trapper Contest.



# SASKATCHEWAN

START OF  
DOG RACE



NET SETTING  
& ICE FISHING

PARK

WHARF

RIVER

AVE.

AVE.

POST  
OFFICE

R

CURLING

ARENA X

FIRST

AVE.

AVE.

SECOND

SPRUCE  
PALACE X

R

THEATRE X

HOTEL

RAILWAY

THIRD

FROZEN  
ANIMAL  
DISPLAY

X

HOTEL

FESTIVAL  
HEADQUARTERS

R

UNITED  
CHURCH

EDWARDS

FOURTH

STREET

LAROSE

FISHER

HOTEL

ROSS

VFG.

RIVER

BRIDGE

AK

TO FLUN FLOW

CATHOLIC CHURCH

ST

STREET

HOSPITAL

AVE.

STREET

ROSS

COOK

STREET

MAP OF TOWN  
OF  
THE PAS

RAILWAY  
STATION



Every dog has his day. This one however is content to sit back and watch his friends start out on the second 50-mile lap of the championship race.  
—Aurora Studios.

## The Festival---Second Day

### "THE QUEEN WILL BE CROWNED"

Today, Helen Chapelsky, elected Fur Queen for 1955, ends her reign of the North and hands over her crown to one of the nine lovely girls who have entered for the title this year. The crowning will probably take place at 1:00 p.m. at the Spruce Palace, but check the time and place on your programme. Don't miss this highlight of the Festival!!!

### JUNIOR RACES

Apart from the crowning of the Queen today's activities are for the youngsters and this year many new competitions have been sponsored for them. Highlights will be the Junior Dog Race, when champion mushers of the future will fight it out over 15 miles, and the Soap Box Derby, run on the streets of The Pas. This provides thrills for the kids and plenty of amusement for the grown-ups too. Sponsored by Rice's Bakery, there are three prizes and trophy to be won. KIDS! don't forget to pick up your entry forms for this race at Vickery's Jewellery Store, and return them before 11:00 a.m. on Thursday, February 16th.

Sponsors by The Pas Lumber Company and Rice's Bakery.

There will be eight Junior races for boys and girls of all ages, with either a single dog or a 2- or 3-dog team; distances vary according to age, from 220 yards for 6-8 year olds, to 880 yards for 14-16 year olds.

Four snowshoe races, in age groups, for boys and girls between 10 and 20 and a teenage toboggan race are also sponsored by The Pas Lumber Company, who are giving prizes totalling \$70 for these events.

**RULES:** All entries in the Children's must own their dog and must not be in competition in the Junior or Senior Dog Race.

### DOG SLED PULLING CONTEST

The dog to pull the heaviest load will win his master a \$10 prize donated by Garand Sheet Metal Works. Second prize of \$5 is also offered.

### THREE NEW EVENTS!!!

The Dial is sponsoring three new events this year: the Snowshoe Potato Relay Race, the Three-Legged Race and the Sack Race.

# King Trapper Contest...



Started last year, the King Trapper contest has come to stay. For each of the events listed below, competitors can gain points towards becoming King Trapper 1956. Reigning "King" is Roger Carriere, who will again be competing this year.

Marathon Snowshoe Race — Only the fit can last this pace.

————— ★ —————

## MARATHON SNOWSHOE RACE

Any amateur who has ever tripped and hobbled around on a pair of snowshoes will surely appreciate the skill and training of the experts as they swing away in rhythmic gait on the 5-miles marathon.

Sponsored by Miss Mary Maxim Ltd. and Chestnut Canoe Company.

Prizes: Two Mary Maxim Sweaters and one pair Snowshoes. Also points for King Trapper Contest.

	Points		
	Winner	2nd	3rd
Men's Marathon	3	2	1
Snow Shoe Race	3	2	1
Trap Setting	2	1	0
Rat Skinning	3	2	1
Ice Fishing	3	2	1
Net Setting	2	1	0
Bannock Baking	3	2	1
Tea Boiling	3	2	1
North Pole Climbing	2	1	0

King Trapper 1956 shall receive \$25. Sponsored by Powell Equipment.



Squaw Wrestling — Weight and agility count.



Bannock Baking — No King Alfreds here.



The champion is led in.

—Aurora Studios.

## The Festival - - - *Final Day*

Interest today will inevitably centre round the finish of the Open Championship Dog Race. The town and all our visitors will be there to cheer home the winner. The Press will be waiting to snap the victorious team, before taking off on their own private race to be first with the news! But in the excitement of the moment, let us not forget the losers — after 150 miles of gruelling race, surely they deserve a cheer too?

### RAT SKINNING & TRAP SETTING

These two events are for the skilled man only. The trap setting contest is simply a test of speed, but the rat skinning must be executed carefully and the pelts, stretched and scraped, must be presented to the judges, who examine them for cuts and cleanliness.

Sponsored by Armand Pouliot (Cedar Trading Past) and Carroll's Hardware. Totals of \$30 and \$15 in prizes.

— ★ —

### TEA BOILING & BANNOCK BAKING

Tea and Bannock, the traditional fare of the trapper, must be brewed and baked under all conditions of wind and weather. Using melted snow, first contestant to produce a good cup of tea for the judge, wins first prize. The bannock is baked over the open fire, bal-

anced on a stick and must be clean and well cooked to take a prize.

Sponsored by H. L. MacKinnon Co. and Godin's Bakery. Prizes: Total of \$35 and gift of Tea and 1 98-lb. bag flour.

— ★ —

### FREIGHT RACE

A real test for the Northern work dogs, the freight race is run over a 20-mile course with a load of 300 pounds.

Sponsored by Hudson's Bay Company Raw Fur Department. Prizes: Trophy and total of \$115.

— ★ —

### NORTH POLE CLIMBING

Maybe not essentially a trapper's contest, North Pole climbing always provides a lot of fun. Fastest man up the pole wins and no climbing irons allowed.

Sponsored by Fishman's "North of 53" Ltd. Prizes: \$10 and \$5.





1955 Fur Queen Helen Chapelsky congratulates Steve Pranteau, winner of the Open Championship for the fourth time last year.

## ARENA EVENTS

When outdoor sports are finished, the fun is by no means ended. Come to the Arena in the evening for the indoor events...

### H-o-o-o-o-o-n-n-k!

- **GOOSE CALLING** is something that most hunters think they can do. Here's a chance to see who's best.
- **FISH EATING.** No skill required here, just a good appetite for a pound of boiled whitefish — without ketchup!
- **SQUAW WRESTLING.** Sorry ma'am men only can enter this event.
- **FIDDLING:** String that bow and away we go!
- **JIGGING:** Few jitterbugs can match the Indian experts.
- **HEAVIEST COUPLE:** Local two ton Tessies with their heavy husbands.
- **DRAW FOR THE FESTIVAL CAR:** It's a 20,000-to-1 chance against it being yours, but someone must win!



## SMACK IN THE MIDDLE OF THINGS IN WINNIPEG

106 rooms as comfortable as your own, a busy, fascinating lobby, the famous Wedgewood dining room, supervised parking and friendly hospitality—all at down-to-earth rates. Send for folder and city map.

## ST. REGIS HOTEL

285 Smith Street, South of Portage

★ The cover of this year's booklet was designed by Mr. Jal Mehta, graduate student of the Central School of Art, London, England. Our warmest thanks to him and to Professor Collins, his teacher.



Northern sunlight casts long shadows as Festival draws to a close.

# **BEST WISHES**

FOR A

*Successful Festival!*

Compliments of

**Leslie Construction Ltd.**

The Pas

Phone 718

Manitoba

Welcome

Trappers

and

Visitors



**EXCHANGE  
CAFE**

Open Day and Night

Phone 721 - The Pas

**GAS - OIL - TIRES**

**BATTERIES**

**TIRE REPAIRS**

**LUBRICATION**

**CLEAN REST ROOMS**



**WINTER HOURS**

**8 a.m. to midnight daily**

**Hone Motors**

GUS LINDGREN'S

# Tame Moose

By W. HLADY

Most people like pets around the house, and dogs and cats seem to be the favorite choices. Gus Lindgren, a trapper and prospector on the Grassy River between Elbow Lake and Reed Lake is different, and for better or worse he has probably the most unusual pets in the world—a herd of moose.

Lindgren started out in a small way with one calf cow moose named Betsy, which he found in the bush. From this start over five years ago, there are now at least six moose which frequent the camp on the Grassy River and seem happy to call it home.

But to start at the beginning again, Lindgren brought the cow moose calf to his camp, and fed it and watched it grow. The calf was adopted by a sleigh dog and they became inseparable companions. The calf had the run of the cabin and even today it is not uncommon for the thousand-pound moose to come through the door.

In the third year, Betsy had a calf which was promptly christened Topsy. The following year, Betsy had twins, but the wolves got one of them and only a bull calf survived. The following year Betsy again had twins, of which again only one survived.

This wild, or semi-wild herd of moose are unique and have been used for obtaining information on the habits of these, our largest forest dwellers. The Manitoba Department of Natural Resources has been keenly interested in the moose and there are apparently some serious efforts afoot to get one of the young cow moose and transport her to the Winnipeg Zoo as the mate of Charlie, the bull moose there.



Hi Gus! What's cooking? Photo by Gordon Crosby.

One of the many interesting things which Gus and his partner, Bill Anaka, have found out about moose is their feeding habits. They love a mixture of oats, oatmeal or chop mixed with poplar bark. However, if the poplar bark isn't the right kind, and it seems there is poplar bark which moose like and there is some that they don't, then they start to bellow and complain until the matter is made right. Gus and Bill have apparently found out which poplar bark makes moose happiest and it is reported that there isn't much bellowing any more. Of course, there are other civilized foods which the moose enjoy. Bread and pancakes are particularly liked, but on the whole the moose live on the same things that all other moose feed upon. They also like whitefish.

The oats are brought in from Cranberry Portage on a half track tractor by Bill Anaka, but it is Gus who is in charge of the feeding. He has apparently developed quite a knack in dealing with the moose. He can pet them, which is

out of the question for anyone else. He has taken porcupine quills out of their hooves and sewn up rips and cuts caused by sharp sticks. Gus can be away from his camp for months, but as soon as he returns and calls the moose they come crashing through the undergrowth.

Gus has paid for the feed which he has gotten in for his wild herd, but he has stated on more than one occasion that he would be willing to accept feed for his charges in exchange for scientific information which can be obtained from a herd as tame as this.

It is the scientific value of the herd which has interested many people. Here is a herd of moose who live in almost a wild state and who can be approached for studying. Still, the camp on the Grassy River is quite a distance away from the regular routes of travel and not too many visitors get there. During the rutting season, the moose disappear for a while, but they soon return and life becomes normal again.

About March Gus usually has a job de-ticking the moose, which he does with a liberal application of pine tar. Often in tough winters, when moose succumb to the weather, it is usually found they are covered with ticks, and while this is not the actual cause of death, it is believed by Conservation Officers to be a contributing factor.

Wolves are one of the pet peeves of Gus, who has the protection of the herd as a primary purpose. He sets out cyanide guns provided by the Department of Mines and Natural Resources to control the wolves, which have picked off at least one calf from his herd. Local

Conservation Officers also set many poison baits to control the predator population.

When there are strangers around, the moose don't usually show themselves unless they are called by Gus. Betsy, the cow which started the herd, has given some strangers a shock, especially when Gus hasn't been around. One story which is told concerns a visit of Eddy Daggett and Joe Robertson to the camp where they found Gus absent. They stayed overnight and when they tried to get out of the cabin the next morning, they found the way barred by a rather possessive Betsy. The men remained inside until Betsy finally went away.

Gus has made some shelters for the moose out of tent frames which are covered over and it is reported that the moose make considerable use of them.

Conservation officials don't encourage others to start a herd the way Gus Lindgren has. To find a moose calf in the bush doesn't necessarily mean that the calf is an orphan or has been abandoned. Often they have been left in hiding by the mother until she can return. In addition, many wild animals become quite savage as they grow up and one is never certain of how they will act.

No one from Cranberry Portage has as yet disturbed the moose during the hunting season but this is probably because there are a lot of moose closer to town. Gus has stated that he will never shoot another moose and that is understandable, because with Gus it would be like shooting one of the family.



Betsy in friendly mood.

—Photo Gordon Crosby.

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The Pas

# Festival Follies . . .

PRODUCED BY: DENYSE MORRISH — THEME BY: ERIK WADELIUS

LEADING NORTHERN LIGHTS: Norma Booth, Joyce Colgan, Heather Liddle, Stewart Carrie, Roy Vickery, Claire Leslie.

This year the festival show at the Lido Theatre will have three performances and we hope that not too many will be turned away by that "House Full" sign. The matinee performance on Thursday is intended strictly for the children. The theme of "Festival Follies" will be the Trappers Festival . . . Past, Present and Future.

PAST:—This will be a tribute to all the old time trappers and dog-mushers. Scenes will take you back to the days before the coming of the railroad to The Pas, when 50 below zero was a warm day and strong men roamed the land.

PRESENT:—A variety programme where local talent will mix with guest stars to entertain you. Watch out for the Snowgals — the town's own chorus group.

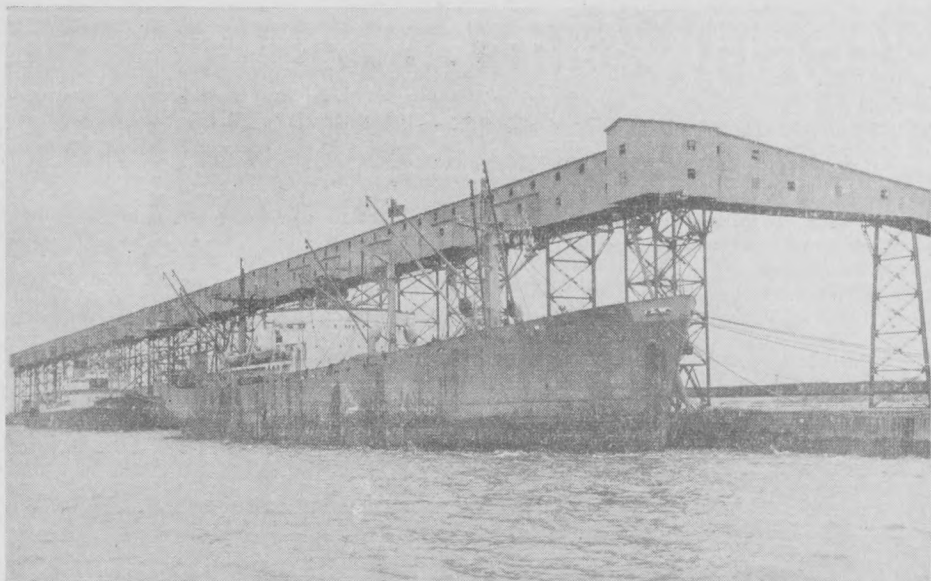
FUTURE:—1995 and the Festival is still running. This will be the surprise feature of the evening and we're not telling. Just hustle along today and book a seat before it's too late . . .

GUEST STARS:—The Portage Aires, a barbershop quartet specializing in crowd pleasing rhythmic numbers.

ORCHESTRA:—Roy Vickery and his 9-Piece downbeat band.



The Ladies Glee Club.



Prairie grain is shipped to Europe from Canada's most northern port.

## Churchill . . .

In the far north of Manitoba is the port of Churchill, situated on the shores of Hudson's Bay. Each August the Canadian National Railways runs two all-expense excursion tours to this sub-Arctic sea port, where the province's history might be said to have begun. The traveller reaches Churchill via one of the most romantic railways in the world, the 510-mile Hudson's Bay Line, which commences at The Pas.

The route leads by lakes, through forests and over muskeg. There is a service stop toward midnight at Wabowden, where the Northern Lights may be glimpsed; and early next morning, another at Gillam. Shortly afterwards the train crosses the Nelson River at Kettle Rapids. Then the region of "the little sticks" is reached—dwarf spruce, whose branches grow on the south side only. At mile 440 we are in the Barren Lands, a country of moss, stunted willows, Arctic poppies and shallow lakes. Here at times are seen the wandering caribou, great animals with stilt-like legs, who come down to feed on the moss.

Finally, the blue waters of the wide Churchill estuary shine on the left and

we have arrived at the port. Excursionists are greeted by a delegation of townspeople, who extend a hearty welcome to the visitors from "down south"; by scarlet-coated Mounties, stolid Indians and perhaps Eskimos.

There is much to see during the day and a half at Churchill: the grain ships in the harbor, the gleaming 2½ million-bushel terminal elevator, which dominates the port; the Eskimo museum; the whaling plant. Visitors may watch the thrilling sport of white whale hunting or visit the ruins of Fort Prince of Wales on Eskimo Point. This ancient British fort, with its 42-foot thick walls, was captured by the French in 1782, without a single shot being fired. Parts of the walls still stand, while spiked and dismantled guns lie rusting on the ramparts.

The climax of the visit is a dance, eagerly looked forward to by northerners and the military, naval and air force personnel at the base. During the entire trip, the train is home. Visitors eat on it, sleep on it while travelling and at all stopover points; and each night there is fun and movies in the recreation car.



Interior of Christ Church showing carvings done by carpenters of the Richardson party.

## Living Links with the Past . . .

By the Reverend H. I. G. RAGG,  
B.A., L.Th. Rector of Christ Church,  
The Pas

In the years 1819-1822 Sir John Franklin, the noted British explorer, led an overland expedition to survey the polar coast at the mouth of the Coppermine River. In 1825-1827 he led a second expedition to the mouth of the MacKenzie River. On both trips he was accompanied by Dr. (later Sir John) Richardson, and on each trip travelled east and west along the Saskatchewan River, travelling by the site of the present town of The Pas.

After the second of his expeditions Franklin wrote to the Church Missionary Society of the Church of England and asked if a mission and school might be opened for the Indian people at their old settlement, The Pas. As a result of this request a mission and school were started in 1840, the second mission to be established west of the great lakes. The first missionary-teacher was a layman, and a native Cree Indian, the first native convert to Christianity in the north and west of Canada, Henry Budd by name.

Henry Budd started his school with 10 children from three families. After he had been at work for two years a visit was paid to the mission by an ordained clergyman, the Reverend John Smithurst (life-long sweetheart of Florence Nightingale). Before his return to the Red River settlement Mr. Smithurst baptized 38 adults and 49 children.

After Henry Budd had laboured four years, the work had reached the stage where it was necessary for an ordained priest to be stationed here permanently and to take charge of the mission. Thus in 1844 the Reverend James Hunter became the first rector of Christ Church. Henry Budd continued his work and was in 1850 Ordained Deacon, in 1852 was priested, and from 1867 to 1875 was the rector of Christ Church.

When the mission was being founded by Henry Budd in 1840, Sir John Franklin, then Governor of Tasmania, on hearing of the establishment of the mission he had recommended, sent to it, in 1842, a gift of a sun dial. This may be

seen today in Devon Park, near Christ Church, by the site of the original rectory.

In 1845 Sir John Franklin took command of an expedition to find the North West Passage. This famous expedition, on board the ships "Erebus" and "Terror" was lost with all members perishing in the Canadian Arctic. In comparatively recent times certain traces of the expedition have been found, but that is all.

In 1847 an expedition, the first of about 40, left England to search for Franklin. This first Relief Expedition was under the command of Franklin's old companion, Sir John Richardson. This relief party followed their old route in an effort to reach the shores of the Arctic and start the search from there.

The winter of 1847-1848 found them wintering, half at Cumberland House, half at The Pas. At this time the Reverend James Hunter was occupied in the construction of a church and making furniture for it and the rectory. Two ship's carpenters, whose names we understand were Robert McKie and James McLaren, were sent by Richardson to aid Mr. Hunter in his work. Today

we still use the chairs (in the Sanctuary and Chancel), the font, pulpit, a chest of drawers (in the vestry), and the pews which they made. This last, pathetic, indirect link with Sir John Franklin was as positive and constructive to the cause of Christ's Church as were the more direct, earlier links with him, the request that a mission be established here, and the sun dial.

We trust that visitors to The Pas who are interested in the fascinating history of Christ Church will visit and see these links with the past mentioned above, along with other interesting objects which are part of our proud inheritance.

— ★ —

The Trappers' Festival wishes to thank the following sponsors who had been omitted from list on Page 79.

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Jones' Confectionery, \$50 Consolation fourth prize in Canadian Open Championship Dog Race.

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St. Godard's team ready to board their special car en route for the International Races . . . one of the many pictures from Leo St. Godard's scrap book.

## The Man Behind the Champion!

By ALLEN PARKER

"You are too young, Leo," the family told him, "you had better let Emile run your dogs in this race." Reluctantly 13-year-old Leo St. Godard turned the dog team over to his brother Emile, who was two years his senior. The year was 1924, the race was a twelve-mile lap race around the streets of The Pas. As Leo watched his brother cross the finish line well ahead of the others, little did he realize the famous career he had launched by stepping aside to let Emile compete in the race. Nor did he realize the important part he would play in his brother's success.

Emile St. Godard was to become known as the world champion dog musher and to become a hero to all boys who ever hitched a dog to a sled. For the next ten years nearly every sled dog race of any consequence was to bear the name of Emile St. Godard on its list

of prize winners, usually at the top. Emile was to have fan letters from around the world. He was to have his name emblazoned on enough trophies to start a hardware store.

By the time that Leo was old enough to run in big races, Emile had a name made for himself. To stay at the top Emile was going to need assistance, procuring, feeding and training dogs. Leo took over this job. "We were a family team," Leo recalls now, "our father Avila, with his knowledge of animals, acted as chief advisor, I was the trainer and Emile was the racer."

So it went, with all members of the family scouting for new dogs, the boys training and teaming them and Emile driving them to victory. Occasionally Leo would accompany his famous brother on trips to races at Quebec, Ottawa or in New Hampshire, but he

was always in the background, unrecognized for his efforts.

Only in the last years of the great dog racing era did Leo get a chance to make a name for himself. In 1930 Leo was offered a job driving a dog team owned by another well known musher, Leonard Seppala. Leo accepted and was stationed at Pocono Manor in Northern Pennsylvania. His job was to entertain the guests at the lodge by driving them around by dog team. Later in the winter, Pocono Manor, with other resorts in the area, sponsored a race for their various dog teams. Leo drove his dogs to victory in the three-day event. In this race he outran John McKilhenny, who had large kennels in Philadelphia. Mr. McKilhenny was so impressed that he bought Leo's dog team and lured Leo to race for him.

The next winter at Laconia, New Hampshire, Leo, with an 18-min. handicap, out-raced his well known brother Emile to take first place in an Interna-

tional race. In spite of these efforts fame was stingy to Leo. The quiet, dark haired boy was always referred to as the brother of the great musher Emile St. Godard. Leo was honored more for his name than his accomplishments. Although he was always in Emile's shadow, Leo was proud of his brother. Of Emile he says now: "Emile was always honest about racing. He was a true champion. Many times men who were betting on the outcome of the race would offer Emile as much as three times the prize money if he would pull the race. Emile would answer, 'if you want to beat me get out there and outrun me and I'll shake your hand'."

As you admire the trophies won by Emile St. Godard remember there was a man behind the champion. The quiet, dark haired man standing beside you might have been the boy who stepped aside to let his brother race to fame.

(Reprinted from Finn Fion Daily Reminder)



The musher's eye view of a dog team. This is the Alaska hitch — most popular with present dog racing teams.

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# Tall Tales Contest . . .

## FIRST PRIZE

Below is reproduced the winning entry in the Tall Tales Contest advertised earlier by radio and newspaper. This

was submitted by Win Milan of Gillam, Manitoba, who receives our thanks and a cheque for \$10.00 from the Northern Manitoba Trappers' Festival.

## "Escape"

On one of my recent strolls in the woods near Gillam, Manitoba, I was suddenly made aware of an alien note in my usual quiet enjoyment of a beautiful winter afternoon, by hearing the mournful wail of a timber wolf howling. He sounded close, and he sounded hungry. I was in no mood to become a tit-bit on the menu of a starving wolf, so I turned in my tracks and, started to hurry home. It wasn't long before I knew by the sound of his howl that he was calling his pack to the hunt and it also was not long before I realized that I was the hunted. Caught for once without weapons of any kind (I usually carry a couple of rifles, a shotgun, several pistols and hunting knives, just in case), I decided my only hope was to outrun him. It was lucky his pack had headed in the opposite direction that morning in pursuit of a camel they had found pawing up the snow over a water hole in search of water to fill its tank which is supposed to enable it to go several months without water, while travelling in the desert, therefore they were too far away to hear the summons of their leader to come to his assistance, so I just had the one wolf to contend with — but what a WOLF!

I had cut straight across country thinking to lessen the distance to safety, but found I was handicapped by having to travel through snow at least four feet deep. After running for twenty miles and keeping a fair distance ahead without much trouble, he finally came in sight behind me. WOW! That Wolf was so big he could have looked over the back of a full grown elephant without even stretching his neck. I was beginning to tire a little, but this terrible sight added impetus to my lagging steps, and I managed to keep well ahead of him for another ten miles. By this time I was beginning to realize that I was not going to make it. If I was going to make good

my escape I would have to use my head instead of my heels.

Suddenly I had a brilliant idea. I started to cut down my speed and, slowly the wolf began to gain on me. Nearer and nearer he came, and slowly I kept slackening my speed. In so doing I gained back my wind and strength. This plan of mine had to have the element of surprise to make it succeed, so had to be launched at the psychological moment. I let him gain until he was just one step behind me, and just tensing for the grab that would ensure him of his meal. I could feel his hot breath on the back of my neck when, suddenly I turned to face him. His mouth was wide open, I plunged my hand into his mouth and rammed my arm away down his throat. Grabbing him by the tail, and pulling with all my reserve strength, I turned him inside out. He was travelling at such a high rate of speed that he could not stop, but now he was facing the other way, so it was not long before he disappeared from my sight, and for all I know he may be running yet, so I was left to stroll leisurely along the rest of my way home.

★

## The Father of the Festival

Originator of the Festival as we know it today, was Henry Fishman, who first thought of elaborating the old "Pas Dog Derby" in the large scale show it has now become.

"Father Festival" who first came to The Pas in 1919 is one of the foremost supporters of all civic activities in the town and still takes a large share in organizing each year's Festival.



Fishing through the ice at South Indian Lake in Northern Manitoba.



# What's in a Name . . ?

As the "Muskeg Special" puffs its way north over some of the most hard won miles of permanent way ever to be constructed in the world, the names of passing station, whistle stops and sidings record for posterity many of the names of men who contributed to the building of this part of the north. Here are a few of them with their associated meanings . . .

Mileage	Name	Reason Assigned
0.0	The Pas	After the founder the Le Pas "Herald".
7.7	Tremaudan	After pioneer lumberman "Father of the Town of The Pas".
29.7	Budd	After Indian Missionary, greatly revered in district.
45.0	Dering	After name of vessel in which Capt. James Young sailed from Gravesend, England, to settle in Churchill in 1689.
81.1	Wekusko	Instead of "Herb Lake", Wekusko is official name of lake.
107.1	Ponton	After Dom. Land Surveyor who worked in Manitoba
114.2	Button	After early Hudson Bay navigator.
129.4	Pipun	Cree for Winter.
136.4	Wabowden	After W. A. Bowden, late Chief Engineer, Dept. of Railways & Canals.
141.9	Medard	After Medard des Croseillers, early French Explorer of the Bay. Contemporary with Radisson.
148.7	Lyddall	After Wm. Lyddal, Governor of Rupert's Land for Hudson Bay Company, 1670.
171.1	La Perouse	After La Perouse, French Admiral who took Fort Prince of Wales, 1782.
177.6	Hockin	In memory of Corp. C. H. Hockin, who was a member of the R.C.M. Police, killed by "Almighty Voice" in 1897, in discharge of police duties.
212.1	Matago	Indian word for "Limestone".
218.5	Bridgar	After John Bridgar, former Governor of Hudson Bay Post at Port Nelson.
230.6	Wilde	In memory of Sergt. W. B. Wilde, killed by Indian "Charcoal" in 1896, while endeavoring effect peaceable arrest of the Indian.
249.7	Boyd	In honor of Capt. J. Errol Boyd, the first Canadian to make a successful eastward flight from Canada to Great Britain.
259.4	Garraway	After Garraway's Coffee House, London, where first sale of H.B. Co.'s furs was held, 1671.
269.0	Munk	After Capt. Munk, Danish discoverer of the Churchill River, 1619.
276.1	Split Lake	After lake located ten miles northwest of Siding known as "Split Lake".
285.7	Ilford	After Ilford, England, at request of Sir Frederick Wise, M.P.
295.6	Nonsuch	Hudson Bay Co. Ship, 1619.
303.7	Wivenhoe	Hudson Bay Company Ship, 1668.
318.2	Luke	After Luke Clemons, Mail Carrier and well known trader along Hudson Bay Railway.
326.1	Gillam	After Zachary Gillam, a British-American from Boston, who was one of the early traders in the Bay. Son made prisoner by Radisson.
364.3	Charlebois	After Monseigneur O. Charlebois, Bishop of Keewatin and 41 years resident in the Hudson Bay area.
411.9	Herchmer	In memory of former Commissioner Lawrence Herchmer, Royal Canadian Mounted Police who rendered great service in the development of Western Canada.
417.4	Kellett	Capt. Henry Kellett, C.B., of RHM "Resolute" to Lancaster Sound, Melville and Banks Island 1852-54.



A tall tale in the making.

## Cranberry Portage . . .

The centre of a newly opened "fisherman's paradise" lies 55 miles north of The Pas, in the midst of a chain of lakes and connecting streams. This is Cranberry Portage, until recently the haunt of prospectors, trappers and local fishermen. Easily reached by road, rail, air and water, the region now offers ample accommodation for wives and families as well as the enthusiastic male angler.

The introduction of picturesque lodges, motels and camps, however, hasn't affected the quality of the fishing. On

Lake Athapapuskow and the three Cranberry Lakes, great Northern Pike of 10 pounds and up are common. For 23 years, the area held the record for the biggest lake trout ever caught, a giant 63-pounder. And in the region's icy lakes, the walleyed pike becomes a much livelier fish than he is in the warmer waters of the south.

For non-fishermen, there are beaches, boating trips and the chance of glimpsing the wild life of the area—moose, caribou and bear.

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### WHAT'S IN A NAME? (Continued from Page 60).

434.4	Back	George Back of the Royal Navy, one of the officers with Sir John Franklin's party to Hudson Bay Country in 1819-22.
442.2	M'Clintock	Capt. F. F. M'Clintock, R.N. in Lady Franklin's yacht "Fox" — brought back precise information of the fate of Sir John Franklin's ships "Erebus" and "Terror", 1857-59.
485.2	Bylot	Robert Bylot, one of the crew on Hudson's ship "Discovery" in 1610.
493.0	Digges	An English merchant, who along with others, financed Henryr Hudson's trip to Hudson Bay in the "Discovery" in 1610.
509.8	Churchill	(Not Fort Churchill) or Port Churchill as variously designated. By ruling of Geographic Board of Canada.

# The Trappers Rendezvous==

When day is done, when the races are run, when sports, contests and parades are over; when you have wined and dined; when you have danced; there remains . . . The Trapper's Rendezvous. Strangers and newcomers to the Festival may well wonder just what goes on there and whether it is a safe place for ordinary mortals.

Grod, our cartoonist, gives you his impression on the opposite page. Cory Kilvert, writing in the Winnipeg Free Press, describes it thus: "You haven't lived until you've been to the 'Mad Trapper's Rendezvous at the Northern Manitoba Trapper's Festival . . . believe me. This supercharged night spot for marathon celebrants, who think sleeping is for sissies, would make the goings-on in the legendary Malamute Saloon look like the semi-monthly meeting of the Podunk Junction Ladies aid . . . To begin with, they don't even unlatch the door until midnight. By that time the trapper's smoky hang-out is the only place be-

sides the local hoosegow that is still open for business.

The 'Joint' (and I use the word advisedly) is decorated trapper style with fur pelts, snowshoes, frying pans and dirty socks on the wall. There's a bar where you can wrap your chops around a juicy caribouburger or two — that is if you can manage to fight your way over to it. A large sprinkling of tables and chairs serves to prop up the customers not already propped up in the centre dance floor area.

What happens on the dance floor shouldn't happen to a sardine. It is so crowded that if you reached into your pocket for a match, some guy 20 feet away would fall down — if he could. Last night I started a dance with one of the classier local belles and ended up doing a fandango with a Flin Flon miner. Maybe I mistook the light on his miner's hat for the love light in my partner's eyes."

He exaggerates. Fear not, but come and see for yourself!!!



---

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A creek at the South end of Goldsand Lake.

## *A Look Today . . . a Forecast for Tomorrow*

By FOSTER CHALMERS

It has been well said that one look is worth many words but as few of us may have the opportunity to look at our north-land, this is a story of a trip through the north by aircraft in January of 1955. The story is of where we went, what we saw, the people we met, in an attempt to give a word picture of this land and after having seen these things of today, our thought of tomorrow.

We left early one Monday morning from The Pas and planned to return on the following Friday. There were four in the party and the pilot. The job was to contact fishermen and trappers, inspect schools and a writer was gathering material for a history of the north at first hand.

Our flight plan called for stops at Channing near Flin Flon, Lynn Lake, Brochet on Reindeer Lake, South Indian, Ilford, York Factory, Nelson House and Snow Lake.

The whole journey was made in quick succession from point to point so that our perspective was closely knit into a concise picture and with these details fresh in mind, the vision for the future was the more intense.

Weather reports were that it was 20° below and slightly overcast but visibility good so the start was not delayed.

The first call was Channing and in a few minutes Cranberry Portage was in sight where the many lakes dotted with islands surrounded by dark green spruce now glimmering in the fresh white snow was a scene similar to many of our recent Christmas cards. This paradise of the summer sport fisherman passed below and the landing made at Channing in less than an hour. Lynn Lake next but after take off at Channing, we saw the mine of Flin Flon in the background and the modern residential area in the foreground, a complete picture of thriving industry and comfortable homes for some 12,000 people.

The forest and lakes continued and we were soon over the Churchill River at Pukatawagan where the turbulent waters prevented freezing even in the 20° below weather and one saw potential power in abundance for the future.

An hour later we were at Lynn Lake which only 10 years ago was but a spot in the wilderness and is now a modern town, the site of a major mine and com-

plete in modern living the home of 1,200 people.

Shortly after leaving Lynn Lake the next morning the first barren ground caribou were spotted.

Myriads of tracks crisscrossed the many lakes. The forests were less sturdy and the land more rugged as we went further north. At Brochet the caribou had been plentiful and the meat and hides were in good supply. Here was the typical inland point with the church, the school, the trading posts surrounded by the modest homes of the people. Women-folk were preparing meat and hides, the men out fishing and trapping.

Early next day we were in South Indian, again the typical inland post but here there is the large lake which each year produces some 800,000 pounds of fresh water fish for the southern markets. Just at evening we landed at Ilford, the starting point for winter freighting from the Hudson's Bay Railway to the inland posts of the eastern section of the north. Cat swings were being made ready to haul the yearly supplies before spring.

At noon the following day we were at York Factory and had crossed the Nelson River in places two miles wide and the rushing water was still only partly frozen in this weather now 40° below. A dense mist rose from the river which might be compared to a huge curtain of fog several hundred feet high in the frosty air. Here the old fort of early days still stands and is still used as a trading post.

Later that afternoon we were in Nelson House but on the way had crossed Moak Lake and spotted the many diamond drilling outfits of the exploration companies exploring the recent finds of nickel ore in the area. Would this ore prove up and become the site of another mine? Certainly the work being done indicated at least active interest.

Nelson House with its 700 people is a larger settlement than most we had seen. There are two traders, two churches, schools and in addition a nursing station for the Indian people. Most were either trapping or on field parties staking claims for mining interest.

Next was Snow Lake where the mine

first started producing in 1949. It is connected by 36 miles of road with Wekusko on the Hudson's Bay line and is again a modern town.

On the last lap from Snow Lake to The Pas as the forest, lakes and rivers passed below, we thought of tomorrow.

We had seen mile upon mile of forest waiting the pulp cutter, the mighty rivers to be harnessed and give their strength to the development of the country. We had heard glowing reports of new ore finds and had seen three producing mines, we saw fish being shipped to markets, traders dealing in prime furs and last but not least, we have said nothing of the people, our great resource. They met us when we landed at each point, took us into their homes, talked of what they were doing now and plans for days to come. These were people who had seen progress in the north and had the know how of getting it done. Whether prospector, fisherman, trapper, miner, woodsman or trader, each in his own way was perhaps unawares a super salesman with something worthwhile to offer.

This trip had been over only a part of the north. An equally large area lay to the east at God's Lake, Island Lake, Norway House, Cross Lake and other places where there is similar lands of forest, powerful waters and good mining prospect.

This combination of people, the forests, mines, ore deposits, power for the taking, how could it miss but that the morrow will see new mines, pulp mills and power developments, perhaps developments yet not thought of.

The last few years has seen much development, the foundation of greater utilization has been laid. The building will proceed with greater speed to no small degree by our own enthusiasm and salesmanship of our tremendous heritage.

— ★ —

★ As others see us: "Never heard of winter angling in Manitoba. How's it done? What kind of bait do you use? How do you keep warm? Is it a sport or an endurance test?" — from "Moss I Gather" in the Winnipeg Tribune. Poor unenlightened Southerner! Turn to page 59 to see how it's done.



Tom relaxes on the float of his Norseman.

## Tom Lamb . . . *Northern Dynamo*

Trader - Rancher - Farmer - Trapper - Prospector - Pilot - Philosopher, you name it and Tom Lamb is it or has an interest in it. Tom was born in 1898, the second oldest son of T. H. P. Lamb (called "Ten Horsepower" Lamb by many who knew him. T. H. P. Lamb was an Englishman who went out into the wilderness to Moose Lake and started a school for the Indians in 1894. He spent the next thirty years teaching school, operating a trading post and raising eleven children.) Tom's five brothers were not as adventurous as he so they moved out into civilization, going into varied types of business. Tom, however, liked the wild, untamed north, so he stayed and developed a very diversified and interesting career.

In 1930, Tom got a lease on 54,000 acres of swamp and developed it into a productive muskrat ranch. Lamb's muskrat ranch was talked of throughout the north. Every spring his Indian trappers took the muskrat crop off. The pelts were baled and shipped out to the fur markets. Beaver also thrived on this

ranch. About seven years ago, Tom Lamb flew some live beaver to Argentina and recent reports say they are doing splendidly there.

This ranching business about 60 air miles east of The Pas required a great deal of travelling back and forth, so to speed things up Tom purchased an aeroplane and started Lamb Airways in 1935. With increasing demand from other people wanting air service, Tom added more planes to his company. Today, Lamb Airways boasts four aircraft, two large Norsemans and two smaller Cessnas. Tom's six sons are all interested in aviation and five of them are pilots. Dennis, one of the boys, is the youngest helicopter pilot in Canada, working for Canadian Helicopter Ltd. in the Okanagan in B.C. Lamb Airways is the symbol of bush flying in Manitoba and the company's planes are always on the go. Mercy flights, air searches, freight hauls and prospecting trips are all within scope of Lamb Airways. Everyone in the north recognizes a Lamb aircraft.

At Moose Lake, Tom Lamb has carried on the trading post his father started in 1900. He supplies the 400 Indians on the Moose Lake Reserve with food and necessities and in return buys their seneca root, furs and handiwork. All the Indians in the area know Tom and he knows them all and their families by name. They come to him with their problems and he counsels them and comforts them. Tom speaks fluent Cree and it is interesting to hear him speak in Cree to a native, switching back and forth into English for the benefit of white men present.

Tom's big dream, however, his present love, and his hope for the future lies in his cattle ranch. By draining and clearing he has virtually carved his ranch from the wilderness. Impossible was the only descriptive word that skeptics used in speaking of Tom's idea to start a cattle ranch in the wild, wet muskrat swamp area near Moose Lake. Three years ago when he loaded thirty-nine purebred Hereford heifers on a barge and headed down the Saskatchewan river to "Moose Lake Ranch" people sneered and jeered. "The mosquitoes will eat them up," they saged. "They'll cross-breed with the moose" was another jab. But the man who had transplanted beaver to the Argentine was undaunted. Now—three years later—Tom's pioneer herd has increased to 143 head. Of the 2,000-acre ranch lease, Tom has 400 acres already under cultivation. Chest-high oats which threshed 5,000 bushels last fall and acres of potatoes prove the fertility of the soil and the "rolling fat" livestock verily testifies to the richness

of the lush pastureland. Tom stores baled hay for the winter and his bush sheltered feeding pens prove invaluable for feeding the stock during the cold months. Lamb is constantly using his dragline to make ditches to drain more hayland. The Seven Bar L ranch, named for Tom's six sons and himself is expected to run a thousand head of cattle within five or six years.

The potential future of this ranchland—reclaimed from the rat swamp—is overwhelming. There are over two million acres of similar land in the area—now used for muskrat habitat—that could be drained and put to the plow. This is contrary to the policy of the Game Branch, however. They have built countless dams to hold the water in this area. Their argument is that the muskrats supply economic support for the Indians. But people like Tom Lamb believe that if it was half farmland the revenue would be so greatly increased that the Government could pension all the Indians. Tom Lamb says that four years ago the muskrat yield was only about one muskrat to 66 acres. With muskrat prices what they are today, that is only about one cent an acre (the Government figures six cents an acre). What paltry returns compared with even the poorest farm acreage yield. Tom tells of a rancher near Calgary who sold 1,000 head of finished cattle for \$225,000. It would take a mighty big pile of muskrat pelts to bring the same returns. Another reason that Tom favors the future possibilities of cattle ranching over those of muskrat ranching, is that

(Continued on Page 70.)



A \$72 picture. Each rat house is valued at \$6.

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**The Pas, Man.**





A rat is taken from the trap on Tom's ranch.

(Continued from Page 68)

last year there were 10,000 fur coats manufactured from synthetic furs. These synthetic furs are made from coal, air and natural gas and can sell for one-quarter the price of natural furs. This low priced competition could well mean the end of the muskrat era.

You might well wonder where a man with so many interests would find time for a homelife. Tom, however, has man-

aged to find time to help his wife raise their nine children (six boys, three girls). If you drop into the big red brick house in The Pas you will always be welcome and if you should catch Tom on one of his very rare evenings of leisure, he would sit and tell you of the past history, present wonders and promising future of the north.

(Reprinted from The Daily Reminder)



Some of Tom's fine herd on their muskeg pasture.

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A WEEKLY JOURNAL CIRCULATING THROUGHOUT NORTHERN MANITOBA

27th Year. The Northern Mail, The Pas, Man., Feb. 17, 1956. —No. 7.

NE MEYWAYETANAN A WAPUMITUKOOK

WE ARE GLAD TO SEE YOU

at the

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W. "Doug" McBride—Managing Editor

DR. C. S. CRAWFORD

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THE PAS, MAN.

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# *Sediments from the Old Tea Kettle...*

By RALPH BRYENTON

## ODE TO A TRAPLINE

My trapline 'tis of thee  
Land of bannock and of tea,  
Of thee I sing.

Land where we've all tried,  
To break the laws and lied,  
Thru the woods on every side  
My trapline swings.

Land of the Christmas tree,  
My native country thee  
I love thy streams.

I love thy hills and lakes  
And the noise my paddle makes,  
My heart with longing aches,  
When I'm away.

## MY TRAPLINE

There's a tiny little cabin  
Built of logs, and roofed with moss,  
By a creek that winds and ripples past  
the door.

There's a team of husky sleigh dogs,  
And a sleigh that's worn and weathered,  
And a hundred miles of trapline, yes, and  
more.

And it's there I like to wander,  
And it's there I often ponder,  
As my kettle babbles to me on the stove.  
There's moose meat on my table,  
And there's tea and bannock too,  
And there's furs upon the stretchers up  
above.

And it's there my nerves are steady,  
And that's where I am always ready,  
In that land of silent beauty that I love.  
And tho' I roam the city  
With its lights and din and glare,  
My thoughts are down some river on my  
trapline thru the hills.

And as the cars go speeding  
And the crowds go milling by,  
I hear the roar of rapids tho' it's made  
by noisy mills.

# Women's Page . . .

## SOME NORTHERN RECIPES

By MARY FISCHER

### CRUSTY FISH FILLETS

- |                             |                          |
|-----------------------------|--------------------------|
| 1½ pounds fish fillets      | 3 tablespoons cold water |
| 3 tablespoons gated onion   | ½ cup flour              |
| 3 tablespoons melted butter | ½ teaspoon mustard       |
| ¼ cup lemon juice           | 3 cups cornflakes        |
| ¾ teaspoon salt             | ¼ cup shortening         |
| 1 egg                       |                          |

Cut fish into 6 serving pieces. Combine onion, butter, lemon juice, salt, slightly beaten egg and water. Add mustard to flour. Dip fish in flour, then in egg mixture. Roll in slightly crushed cornflakes. Chill 2 hours to set crust. Heat shortening in skillet until hot. Fry to golden brown, turning once. Serve with lemon wedges that have been dipped in paprika. Yield: 6 servings.

### MOOSE STEAK

(Equally suitable for deer or caribou)

- |                            |                             |
|----------------------------|-----------------------------|
| ½ cup onions, chopped fine | ½ cup sweet (or sour) cream |
| 2 tablespoons butter       | 2 tablespoons flour         |
| 1 cup chopped mushrooms    |                             |

Saute onions in butter. Sear steak on both sides in butter and browned onions. Cover and let simmer for one-half hour. When almost tender, add mushrooms and the flour stirred into the cream. Cover and let simmer for 20 minutes.

### DUCK A LA CREOLE

- |                                     |                                            |
|-------------------------------------|--------------------------------------------|
| 2 tablespoons butter                | 2 tablespoons finely chopped green peppers |
| 1 tablespoon flour                  | 2 tablespoons finely chopped parsley       |
| 2 tablespoons finely chopped ham    | 1 cup consomme                             |
| 2 tablespoons finely chopped onion  | 2 cups cold roast duck cut into cubes      |
| 2 tablespoons finely chopped celery |                                            |

Melt butter and mix flour. Stir in ham, onion, celery, green pepper and parsley. Season with salt, pepper and paprika and stir for 2 minutes. Add consomme, a clove and a little mace, then simmer 1 hour. Strain and stir into mixture the cold roast duck. Cook just long enough to heat thoroughly. Serve with rice or on toast.

### VENISON MEAT LOAF

(For neck, flank or shoulder)

- |                          |                            |
|--------------------------|----------------------------|
| 1 pound ground venison   | 1 cup milk                 |
| ½ pound ground pork      | 1½ teaspoons salt          |
| 1 egg                    | ½ tablespoon chopped onion |
| ½ cup dried bread crumbs |                            |

After mixing the meats thoroughly, add egg, milk, bread crumbs and mix with meat. Place in greased pan and bake for 1 hour in a medium (350° F.) oven.



# Jack Johnson

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# "Mac" the Wheel Dog

A SHORT STORY

By ALLEN PARKER

Mac was a husky in every sense of the name. He was a huge black and white dog with great spirit and stamina. His green, wolfish eyes seemed to twinkle with eagerness whether for a fight or for a day's work in the harness.

Mac was a pacer, that is to say, a dog that stepped with both feet on the same side at once. He seemed to waddle as he walked or ran but he never galloped. However he could easily run and pull as fast as the rest of the dogteam. Mac was the only dog, of the team of five, that had been raised from a pup by their master. He was not the leader, he was just the opposite. He was "wheel dog", that is, he was hitched right in front of the sled. Mac, however, was the pride of Jim Greenleaf's team.

Jim Greenleaf was a full-blooded Chippewyan Indian. He was government courier and mail carrier. His splendid dog team was led by a pure white dog, Komek, who responded to the word of command like a well disciplined soldier. Behind Komek came Silver, a huge grey dog, part wolf and rather vicious.

Next behind Silver came his brother Fritz. Then came Bob, a big handsome husky who was more amiable than the rest of the team. He was far older than the others and this was to be his last winter in the harness. Then came Mac.

Greenleaf was proud of his team. He treated them kindly and fed them well. His dogs could make the 125-mile run from Snag to Whitefalls in two days even when they were heavily laden with mail.

It was early in the December of a cold winter, and the ice was not yet thick enough to carry mail by any other means than dog team. On a frosty morning Jim



Photo Ted Tadda.

Greenleaf, his sled loaded with mail bags, swung out of Snag bound for Whitefalls.

The dogs were running lightly even though the day was freezing cold. Mac was pacing along, loving the feel of snow flying under his feet. He looked back over his shoulder at Greenleaf and seemed to grin. The wind had been strong all morning but after about 20 miles it began to rise to a gale.

Another 10 miles and the dogs were slowed to a walk by the blinding snow and strong wind. It was still 30 miles from the small Chippewyan camp where Greenleaf usually spent the night.

They were about 20 miles from the camp when they came to Rat Portage. The barrier of willows provided a temporary windbreak where Greenleaf stopped to rest his team. The trail through the portage had recently been widened to accommodate the freight swings that would replace the dog teams as soon as the ice thickened. On either side of the narrow trail the fresh cut willow stumps stuck through the snow like spear points, giving the ground beside the trail an appearance of a Fakir's nail bed.

Greenleaf thought how dangerous it would be if one of his dogs should step off the trail onto those sharp sticks. A crippled dog could not be tolerated on this hard trip.

Greenleaf called "all right Komek!" Mac jumped up quickly but Komek, Silver, Fritz and Bob all rose slowly for they were tired. However they gradually worked up to a gallop as they swung on down the trail. They rounded a turn and suddenly a startled rabbit sprang up right beside Silver; who, seized with wolfish instinct, lunged after it. He dragged Fritz off the trail with him. The sled hit a stump and stopped so sharply that Greenleaf was hurled over onto the sharp willow roots.

Silver and Fritz yelped as their feet were cut and torn by the sharp stumps. Mac whined as he observed how still Greenleaf lay. Then for a long while it was silent about the spot except for the whistling of the wind and the soft rustle of blown snow.

Greenleaf groaned and then tried to move. He was almost paralyzed with intense pain. He tried again and managed to roll over onto his stomach. Then he crawled laboriously toward the sled. There was a small patch of blood on the snow where he had lain.

Mac gave a dismal howl. Greenleaf noticed that Fritz and Silver could hardly stand on their bleeding feet. He crawled forward and let them out of the harness. The effort caused his head to spin. He rested a moment and then crawled back to the sled.

He now had three dogs to pull the load of five. He tried to pull off some of the mail bags but could not muster enough strength. He crawled slowly up onto the load and stretched out over the mail bags.

Weakly he called "All right Komek!" and then lost consciousness as Mac gave a lunge and jerked the sled into motion. Mac almost ran over Bob and Komek who were too weary to run. Fritz and Silver limped along behind.

Mac's instincts told him that Greenleaf was in danger if he did not soon get to the Indian camp. Mac flew into a rage at the slow speeds of Bob and Komek, he lashed at Bob with his teeth driving him faster and faster.

After five miles of running Bob stumbled and fell. He could not get up. Mac tore into him but still Bob could not rise. Mac then tried to pull the sled himself but Komek could not walk and Bob dragged, hindering progress.

Mac then savagely tore at the traces which bound Bob and Komek to the sled. After half an hour of tearing, growling

and pulling he, at last, had the traces cut through and he, alone, was hitched to the sled.

Komek went off to the side of the trail, pulling Bob with him. Fritz and Silver, who had by this time caught up, went over and sat by Komek.

Mac waited a moment as if waiting for a word of command, then, with a look of contempt at the other dogs, he leapt forward pulling Greenleaf and the sled on down the trail. He had been over the trail several times before so he could find it even in a blizzard.

He was pulling the load of five dogs. Like a demon he tore down the trail as fast as his pacing legs would carry him.

On and on and on he ran, his muscles began to ache as if they would burst. Each time he took a breath the cold air felt like icy knives in his lungs. Then ahead he saw a grove of spruce through the dusk. The smell of wood smoke tainted the air. He must run there.

After a few more minutes he saw lights, they were strangely blurry. But the weak voice of Greenleaf urged him on. Mac ran desperately on. He entered the camp on shaking legs, then fell.

The barking of the camp dogs caused men to come out of their cabins. They were amazed to see a sled loaded with mail bags and a man sprawled across the top of it. Hitched to the sled was a single black and white dog, from whose mouth the life-blood flowed as he died upon the snow.

Had Mac had a tombstone his epitaph would have been "He was a thoroughbred, he died that his master might live".

—Reprinted from The Free Press Weekly Prairie Farmer.



# The Backbone of the Festival

To each firm or individual listed below the executive of the Trappers' Festival extends its heartfelt thanks. Without their generous contributions it would be extremely difficult, if not impossible, to hold our Festival, and to them we are most grateful . . .

Miss Mary Maxim Ltd., Dauphin.—2 Northern Sweaters—Marathon Snowshoe Race.  
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Northern Taxi—Free Car for Queen and Court.



Ka naheyowayak netotametik:

Mistuha net itayetan a towinumakoweyan upises kitu musinuhumatukok omu uyumehitukok radioik.

Mistuha meywasin omu ka ispuyihikoyak kitu pa nukiskatoyak, nunatok ittu oche, kekinak oche. Unu opima ka wekit, a payukot, numuweyu meyo pimatisew: piko kittu nukiskuwayakok musinuhikunisik, neyu mechatwaw ka kecheuyiseyineminuwuk kittu oche yuke onisitotumoowiniyak menu kittu uwusima ototamemitoyak.

Ne pukosayimon kittu meywayetumak ohe matuwawe kesikawu mamowe, menu kittu wayochehikoyak ke tahewak.

Osam piko meywasin Naheyuwuk menu Wamistikosewuk kittu wechawitochik menu kittu weche matuwamitochik, chikamu sasuy mayaskumopuyiw kesikaw ispe Eyninew ka ke wekit manu payukwunok menu Wamistikosew petotunok. Kukeyuw Canada-eyinewuk ket itukimikoowisenanow, menu payuko K'Otawenaw ispimik ka uyat: itustao kittu ayitotatoyak ka itotatoochik ka wechisanitoochik.

Neyu omu, ketotamiwaw,

R. B. Horsefield.

Translation:

My Cree-speaking Friends:

I count it quite an honor to be given this chance to write a few words to you in this little book, I who have so often spoken to you on the radio.

It is a very good thing when we have a chance to come together from our scattered homes, to talk and play together for a few days. The man who lives off by himself does not live well: we need to meet with our fellows so that we can grow in our understanding, and in friendships. I hope that you will all enjoy this holiday together and that it will enrich you in your hearts. It is especially good for Indians and white men to live and play together, for the day is gone when the Indian lived in one place and the white man in another. We are all Canadians and all the children of one Father Above, and we ought to behave like brothers.

I remain, your friend,

R. B. Horsefield.

## THANK YOU . . .

The Executive of the Trappers Festival, and in particular the Booklet Committee, would like to take this opportunity to publicly thank everybody who helped to make this booklet by submitting material and pictures. We apologise for any possible omissions . . .

Dept. of Industry and Commerce, Winnipeg  
Rev. R. Stephenson, The Pas  
Mr. Lawrence Ogradnick, Churchill  
Mr. Ralph Bryenton, Herb Lake  
Mrs. Win Milan, Gillam  
Mr. Tom Lamb, The Pas  
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Mr. Clifford Wilson, The Pas  
Mr. Leo St. Godard  
Mr. Ted Tadda, Winnipeg  
Mr. Art Allen, The Pas  
Mr. Jal Mehta, London England Central School of Art

*If somebody loves you*  
A Cree Message from

Archdeacon R. B. Horsefield

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ᑭᑦᑲᑦᑲᑦ ᑭᑦᑲᑦᑲᑦ ᑭᑦᑲᑦᑲᑦ ᑭᑦᑲᑦᑲᑦ  
ᑭᑦᑲᑦᑲᑦ ᑭᑦᑲᑦᑲᑦ ᑭᑦᑲᑦᑲᑦ ᑭᑦᑲᑦᑲᑦ  
ᑭᑦᑲᑦᑲᑦ ᑭᑦᑲᑦᑲᑦ ᑭᑦᑲᑦᑲᑦ ᑭᑦᑲᑦᑲᑦ.....

ᑭᑦᑲᑦᑲᑦ ᑭᑦᑲᑦᑲᑦ ᑭᑦᑲᑦᑲᑦ ᑭᑦᑲᑦᑲᑦ  
ᑭᑦᑲᑦᑲᑦ ᑭᑦᑲᑦᑲᑦ ᑭᑦᑲᑦᑲᑦ ᑭᑦᑲᑦᑲᑦ  
ᑭᑦᑲᑦᑲᑦ ᑭᑦᑲᑦᑲᑦ ᑭᑦᑲᑦᑲᑦ ᑭᑦᑲᑦᑲᑦ  
ᑭᑦᑲᑦᑲᑦ ᑭᑦᑲᑦᑲᑦ ᑭᑦᑲᑦᑲᑦ ᑭᑦᑲᑦᑲᑦ  
ᑭᑦᑲᑦᑲᑦ ᑭᑦᑲᑦᑲᑦ ᑭᑦᑲᑦᑲᑦ ᑭᑦᑲᑦᑲᑦ  
ᑭᑦᑲᑦᑲᑦ ᑭᑦᑲᑦᑲᑦ ᑭᑦᑲᑦᑲᑦ ᑭᑦᑲᑦᑲᑦ.....

ᑭᑦᑲᑦᑲᑦ ᑭᑦᑲᑦᑲᑦ ᑭᑦᑲᑦᑲᑦ ᑭᑦᑲᑦᑲᑦ  
ᑭᑦᑲᑦᑲᑦ ᑭᑦᑲᑦᑲᑦ ᑭᑦᑲᑦᑲᑦ ᑭᑦᑲᑦᑲᑦ  
ᑭᑦᑲᑦᑲᑦ ᑭᑦᑲᑦᑲᑦ ᑭᑦᑲᑦᑲᑦ ᑭᑦᑲᑦᑲᑦ.....

ᑭᑦᑲᑦᑲᑦ ᑭᑦᑲᑦᑲᑦ ᑭᑦᑲᑦᑲᑦ ᑭᑦᑲᑦᑲᑦ  
ᑭᑦᑲᑦᑲᑦ ᑭᑦᑲᑦᑲᑦ ᑭᑦᑲᑦᑲᑦ ᑭᑦᑲᑦᑲᑦ  
ᑭᑦᑲᑦᑲᑦ ᑭᑦᑲᑦᑲᑦ ᑭᑦᑲᑦᑲᑦ ᑭᑦᑲᑦᑲᑦ  
ᑭᑦᑲᑦᑲᑦ ᑭᑦᑲᑦᑲᑦ ᑭᑦᑲᑦᑲᑦ ᑭᑦᑲᑦᑲᑦ.....

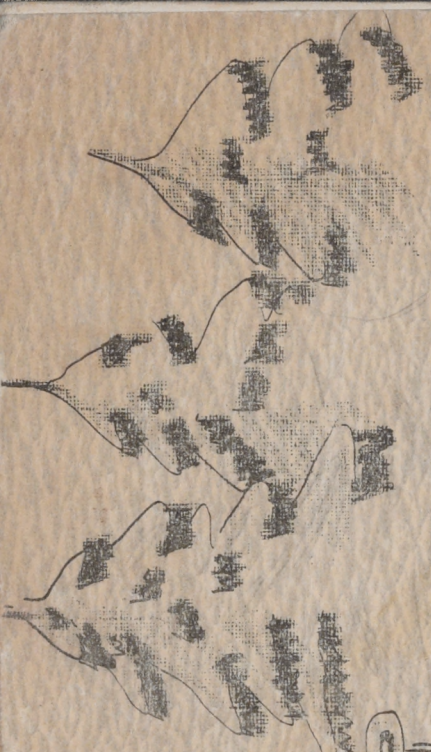
ᑭᑦᑲᑦᑲᑦ ᑭᑦᑲᑦᑲᑦ ᑭᑦᑲᑦᑲᑦ ᑭᑦᑲᑦᑲᑦ  
ᑭᑦᑲᑦᑲᑦ ᑭᑦᑲᑦᑲᑦ ᑭᑦᑲᑦᑲᑦ ᑭᑦᑲᑦᑲᑦ  
ᑭᑦᑲᑦᑲᑦ ᑭᑦᑲᑦᑲᑦ ᑭᑦᑲᑦᑲᑦ ᑭᑦᑲᑦᑲᑦ  
ᑭᑦᑲᑦᑲᑦ ᑭᑦᑲᑦᑲᑦ ᑭᑦᑲᑦᑲᑦ ᑭᑦᑲᑦᑲᑦ.....

ᑭᑦᑲᑦᑲᑦ ᑭᑦᑲᑦᑲᑦ

*R B Horsefield*  
"ᑭᑦᑲᑦᑲᑦ"

For alternative script and English translation see Page 80.





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MANITOBA  
FESTIVAL  
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TRAP THE  
PDS



IT'S FUN GOING TO THE  
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